



TUESDAY 10 JUNE, 1975

PRICE FIFTEEN CENTS

ROYAL COMMISSION SET First Sits July 7th

Witnesses Sought

THE ROYAL COMMISSION into Norfolk's future constitutional status will begin Monday July 7th.

The plan of sittings, Sir John Nimmo has informed the Administrator by telephone, will be three weeks on and then ten days off. During the adjournments the Commission party will return to the mainland.

Sittings are now scheduled July 7th-25th, August 4th - 22nd; and September 1st-19th. Further sittings will follow the same time format.

The Commission will sit from 10 am to 1 pm, with a 15 minute break at 11.15 and from 2.15 to 4.15 p.m., each day.

Sir John says those wishing to give evidence should be ready to present it from the start of the Commission.

He inclines to the view that the first submission heard should be made by Norfolk Island Council. The Administrator and individual Councillors are also welcome to make personal submissions as well.

Sir John says the Commission is prepared to accept "anything creative", and added that it will be the Commission's responsibility to test the feasibility and practicability of any proposals put to it.

The staff of the Commission, announced to June Council, includes:

Counsel: Mr. Cedric Hampson, QC, of Brisbane.

Junior Barrister: Mr. John Gallop of the A.C.T.

Secretary: Mr. Lynn Dudley, of the Department of the Special Minister for State, A.C.T.

Solicitor instructing Barristers: Mr. Brian Cormellan of Brisbane.

Mr. Dudley arrives June 11th for four days to discuss the location and administrative arrangements for the Commission. Mr. Cormellan arrives June 19th for about a week to arrange witnesses and the order of evidence; Mr. Gallop should be here at the same time.

The full party is expected to arrive in late June or early July.



An Anniversary Day to Keep in the Memory

AS SEAS CRASHED against the Kingston jetty and bits of rainbows flittered from Philip Island to Point Ross yesterday morning, over 1,000 residents and visitors watched the Anniversary Day "landing party" march ashore.

Some 300 residents were arrayed



in period dress for the day.

While it was impossible to make a landing in the lighter that had been specially painted and fitted with rowlocks, it was clear on every face that the "Bounty Day" ceremonies were the most vivid and colourful for many years.

A chilly winter nip in the wind made brief periods of sunshine especially welcome.

But by picnic time the day was warming and the sky bright blue.

A memorable new touch in the programme was the laying of wreaths on their ancestors' graves by Norfolk youngsters, as their families stood behind the cemetery gates singing "In the Sweet Bye and Bye."

Pictures of the youngsters and of others scenes during the landing, parade and cemetery services are inside this issue.



JETPORT DEBATE BRINGS 140 TO RAWSON HALL

AT A 2½ HOUR PUBLIC MEETING at Rawson Hall Saturday Afternoon about 140 people heard a team of eight Australian Government officers describe their current plans for replacing the DC4s with jets on the Norfolk run.

Questions and answers touched on noise, alternative possible plans, land use, road traffic problems during construction, the effects on birds, trees and buildings, pollution from jet engines, airline economics and other aspects of the situation.

The meeting was calmly conducted and toward the end many residents began drifting from the hall, apparently either feeling that there wasn't much more to be heard, or that it was more important to get tea on the table.

The Government team appeared to be wearing two hats. Having made an analysis of Norfolk's needs for air service, they prepared a plan and a printed assessment of the effects it might have on the Island environment. In the meeting Saturday, they explained what their thinking was -- but also seemed to be acting in the role of responsive Government, wanting to hear what people thought, and glad to have ideas for improving the scheme.

The plan to introduce jets appears to be based mainly on economic considerations. Mr. J. P. Laver of the Department of Transport told the meeting that to break even an airplane needs to be flying 3500 paying hours a year, and that the Australia-Norfolk service only uses up 500 hours. The Norfolk plane therefore needs to be one that can spend 3000 hours a year flying elsewhere -- Sydney-Perth, for example. In the Department's view it also needs to be a plane that can be flown, serviced and maintained by crews handling many other planes of the same kind. This is not the case with the DC4, for which Qantas needs to keep seven specialist crews on the payroll because of flying-time restrictions in the safety regulations.

While it appears that the Government team has been unable to see any better solution to Norfolk's (continued on next page)

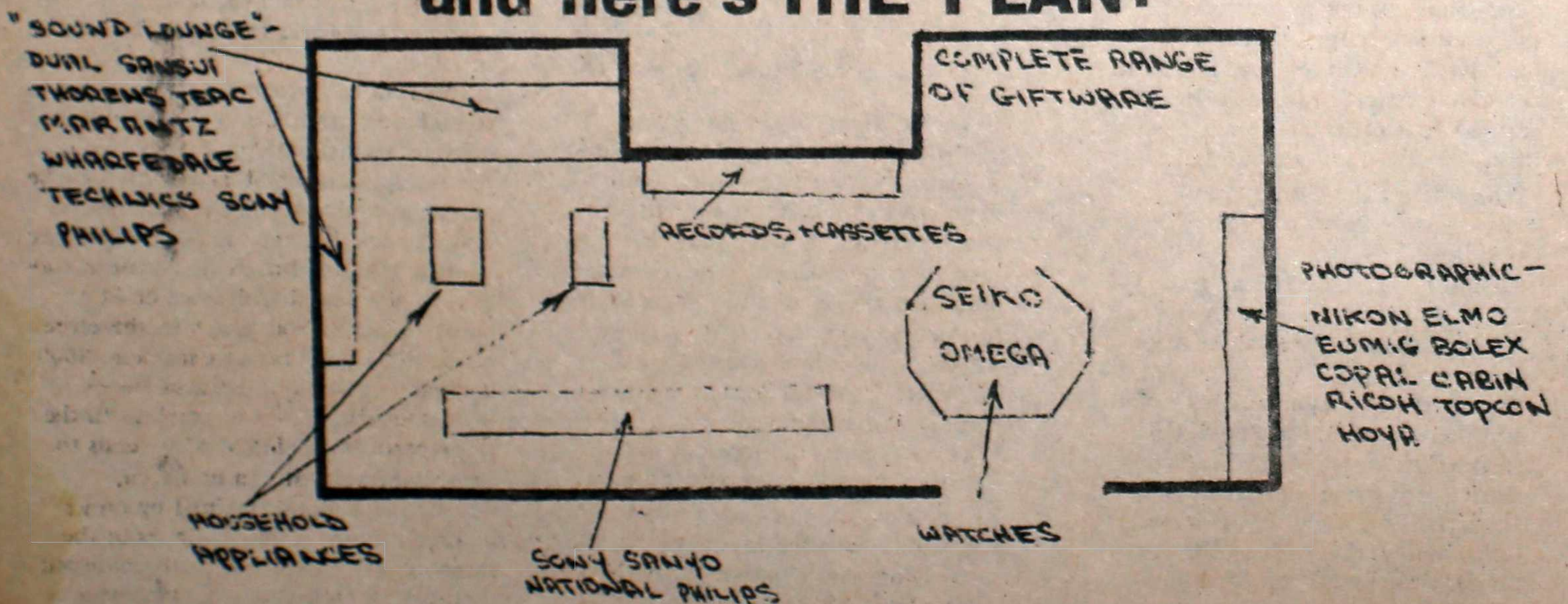
FIONA: "I really only wanted a few little baubles -- perfume, jewels, cashmeres, and a really decent Hi-fi at last. Miltons had the lot...now we've got it. What fun! The only thing Charles is worried about now is how we'll get it all home...he's thinking of starting his own shipping line..."

"Once we got the Plan, the great Miltons Duty-Free Caper was easy..."

CHARLES: "We knew there were some duty-free bargains that were a must for us at Norfolk -- a watch and a camera for me. It turned out that Miltons had an incredibly complete selection of brands so we did our comparing and buying on the spot. The rest of the time was pure holiday..."



and here's THE PLAN:



MILTONS

Norfolk's Complete Duty-Free Centre

140 at Jetport Debate

(continued from previous page)
future air service needs, these points were made clear:

- Flying Norfolk-Brisbane, rather than Norfolk-Sydney, might overcome the "no more than 90 minutes from land with a two-engine plane" rule, and could allow the use of F27s. The team hadn't considered this possibility seriously, but felt that it would not be an economic route for tourists from Sydney or other points south.

- Using Lord Howe as a refuelling stop might also allow the use of F27s. The team thought that such use of Lord Howe would probably be an unacceptable intrusion on Lord Howe.

- Noise forecasts have been based on U.S. figures, where (as Graham Hitchins pointed out) the background noise levels are higher than on Norfolk. A jet in a U.S. city increases noise from a normal 60 or 70 decibels up to about 110; on Norfolk the increase would be from a normal 20 decibels up to 110 -- "a tremendous step-up," said Mr. Hitchins.

- Submissions in favour, against or suggesting additional thoughts for the plan are welcome. If they require detailed studies that involve cost, the Department of the Environment may be able to make funds available to help cover the cost. And if such a submission can't be ready by July 7th, it will be accepted somewhat later provided the Department is informed by July 7th that it is being prepared.

- East-West Airlines has not, to Mr. Laver's knowledge, made any written application to be given the run, using F27s. If they wish to be considered, they should apply. There is no reason, he said, why Norfolk should not have talks with any airline about the possibility of working out a service better than the plan now being considered.

- The 90-minutes-from-land rule could be reviewed, Mr. Laver said. He told Bruce Cree, who asked if a review was possible, "Write, and it will trigger a review."

- The jet proposal, according to Mr. Laver, "has been accepted by the Minister. He will take a submission to Cabinet. They may knock it."

There were few public comments in support of the jet plan until the meeting was drawing to a close. Cr. Bill Blucher then spoke strongly for the need to replace the DC4s in order to maintain a tourist industry; Alan Dyer said "You can't wait till a horse dies in harness, and then find a way to get

him over the cliff. We'd better get off our bottoms and replace the DC4. So far we've heard only knockers." Phil Page read the only prepared comment, in favour of the jets provided certain strict controls over the service are placed in Norfolk Island's hands. His statement is reported in some detail overleaf.

No "News": Good News

There will be no Norfolk Island News published next Monday, June 16th.

The editor and his wife will be in Sydney for the wedding of their youngest son, Daniel.

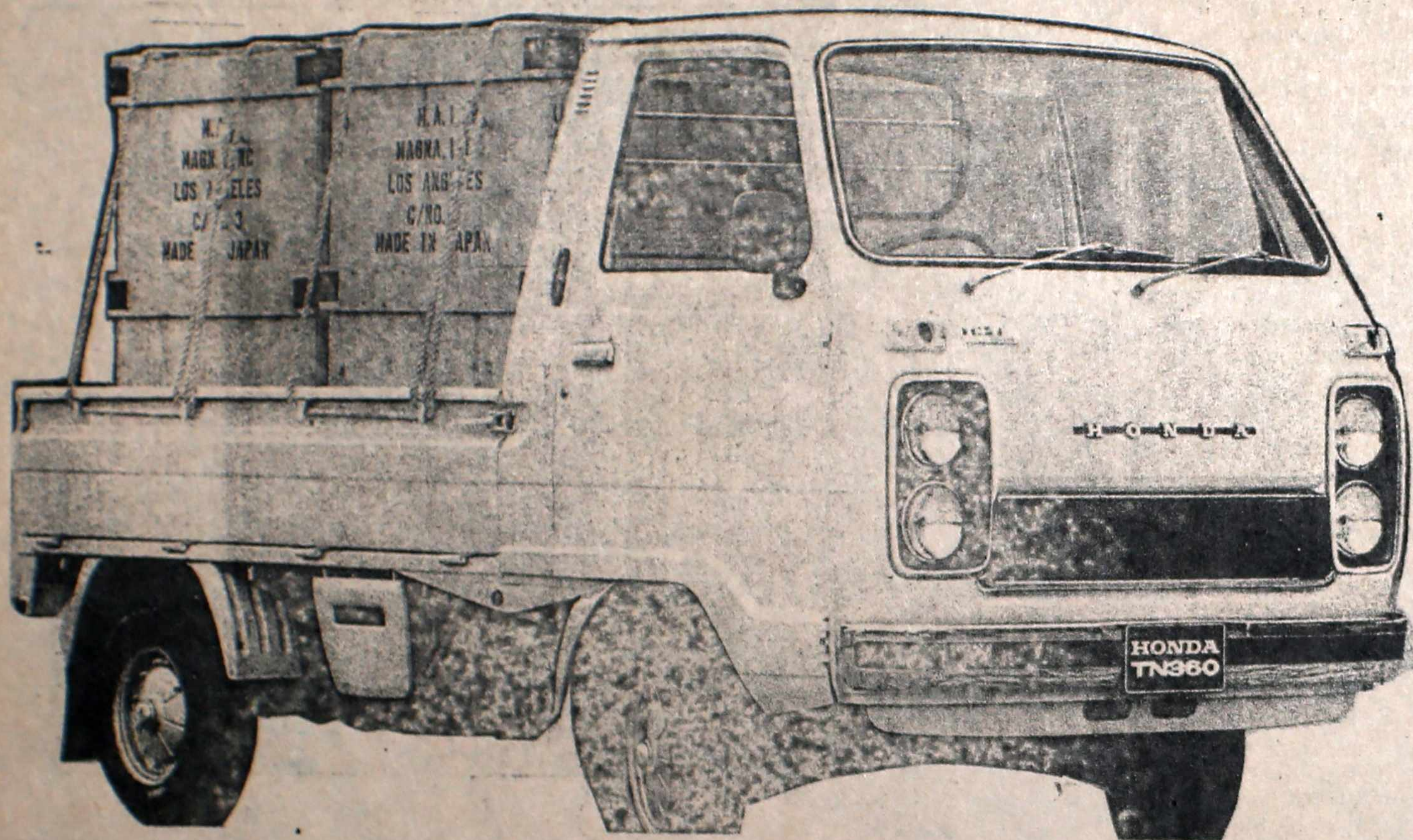
The next issue of the News will be available Monday, June 23rd.



Anniversary Day June 9, 1975



Powerful small truck hauls big loads of cargo



HONDA

This truck is one of the easiest to load and unload you ever saw. The cargo deck is flat with no projecting wheel wells and only 620 mm (24 inches) above the ground, just above knee level. The low bed height reduces the lift in loading. Up to 550 kg (1,200 lb) can be carried in the 1,925 x 1,210 mm (76 x 48 inch) truck bed. Side and rear gates fold out to increase deck-size or can be removed quickly by hand. Tie-down hooks are fitted below the rear gate. Bars guard the rear cabin window, while monocoque construction and strong cargo decking assure stability even when carrying the heaviest loads. Powerful hydraulic brakes and big 5.00-10 4 ply rating tires add to driving safety.



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Grog Rules Confirmed

NORFOLK ISLAND COUNCIL debated and then re-affirmed their support for two main aspects of the Island's Liquor laws at their meeting June 4th.

A proposal that all licensed premises be able to trade until 11.30 p.m., thus abolishing the need for special permission to hold "open nights", was soundly defeated, with only Cr. Duncan McIntyre and Cr. Bruce McKenzie in favour.

The propriety of bottle sales at Clubs was also aired, but Cr. Bathie and Cr. Blucher were the only members voting for the elimination of the take-away sales. "Clubs are owned by the people of Norfolk Island, but at hotels the profits go away," said Cr. McKenzie.

"Clubs should be able to sell bottles," agreed Cr. Bataile.

"Clubs have had a pretty lean time."

"Clubs on Norfolk Island do support many community activities," observed the Administrator, though his vote was not needed to keep the clubs in the take-out-grog business.

The debate centred on a draft of the proposed new liquor ordinance.

A Plague of Drums?

INCREASED LIGHTERAGE charges announced by the Administrator at June Council will add only 2/10 of 1¢ to the cost of a 2K pack of sugar, but they may threaten the Island with a plague of empty 44-gal. drums.

Charges for lightering an empty drum out to a ship will jump from 40¢ to \$1.64.

Cr. Blucher, whose company is agent for Mobil Oil on Norfolk, said the increase could make it uneconomic to return the drums to

the mainland for re-use, and could result in a larger number of empty drums becoming disused and littering the Island.

Term Ends August 30

AIR CDRE. E. T. PICKERD, O.B.E., D.F.C., the Island's Administrator, completes his extended term of office and leaves Norfolk in 12



weeks' time on August 30th.

Following diplomatic protocol, the new Administrator will not arrive until after Air Cdre. Pickerd's departure.

The name of the new Administrator has not yet been announced, and it is not known whether the Hon. Gordon Bryant, Minister for the Capital Territory, gave consideration to the list of recommended qualifications suggested by Norfolk Island Council.

TOURIST BOARD BACKS JETS - WITH NORFOLK VETO

PHIL PAGE, President of the Tourist Board, says that local authority is needed to keep jets from spoiling Norfolk.

At the Rawson Hall meeting Saturday he said:

"Norfolk Island has enjoyed a steady increase of tourist traffic over the last few years. We should be particularly grateful for this, as it has helped us over this general recession most other places in the world have felt, particularly Islands such as Fiji. While their income over the last year has dropped considerably, obviously making it hard for all their residents, our figures have increased, which at least has softened the inflationary impact we are all feeling.

While the Tourist Board, and I am sure most of Norfolk's residents would agree, do not wish our beautiful Island to be over-run by tourists, or in any way become overly commercialised, we do realise that as Norfolk relies almost entirely on tourism for its prosperity; our whole industry must be able to compete, and at the same time, be economically sound.

"Norfolk Island Airport must be of sufficient standard to allow an airline to run a reliable, safe and economical service to our Island.

"It is the opinion of the Board that in the long run we have very little choice. An upgraded airport will certainly bring many annoying, and for some people, unpleasant moments during certain jet aircraft movements. However, they will be relatively brief, and should not occur more than once a day.

Most of the other environmental disturbances would either be relatively minor, or be over once the airport was completed.

"Many people fear that an upgraded airport would allow untold numbers of people to visit our shores. This in theory is so. However, if sufficient and effective safeguards are implemented, this will not happen. The safeguards should be strict, and be controlled by the wishes of the people of Norfolk Island.

"It is the sociological changes that may come about and spoil our Island, that we must all guard against. The Norfolk Island Tourist Board feels that the upgrading of the Norfolk Island Airport must proceed. However, this should only happen under certain conditions, which the people of Norfolk Island and the Australian Government must agree upon. These conditions should include Norfolk Island's right to finally decide:

- Which airline or airlines may use our airport.
- What types of aircraft they use.
- What their timetable is.
- Which country or airport the aircraft leaves from.
- Any other items consistent with the above.

"Should the powers that be agree to the above (after all, it is only consistent with Norfolk's wish to be internally self-governed) we should end up with an upgraded airport, an effective air service, a viable tourist industry and at the same time a beautiful and unique Island that we are all proud to call our home."

Supreme Court Placid

THROUGH FRIDAY morning the sittings of the Norfolk Island Supreme Court were being conducted with dispatch and without wide public interest or attention.

During the week three appeals from the Magistrate's Court, eleven probate matters, six commercial causes and five undefended marriage dissolutions had been dealt with.

A case of disputed boundaries was still being heard, and one probate matter remained to be settled.

Two appeals from previous rulings concerning a company director were withdrawn.

Arts Council Finance

THE NORFOLK Island Arts Council did not end up with a profit on "Gilbert & Sullivan Go Koshier," Vice President Peter Middleton informs the News, but aid from the Arts Council of NSW reduced the local loss to about \$50.

Council Treasurer Leo O'Sullivan reports that the President, Ned Lenthall, is currently seeking a grant of \$50,000 from the Australian Government. The money would be used for better stage, audience and dressing room facilities than are available in the Rawson Hall.

On Thursdays and Sundays by late afternoon we normally have that day's

**AUSTRALIAN
National Times
Sunday Telegraph**

**Sydney
Morning
Herald**

**Sun-Herald
Telegraph**

**FINANCIAL
REVIEW**

Courier-Mail

Our object is to carry Norfolk Island's most comprehensive range of stationery items for home, office, club, school, gift and personal use.

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NEWS: Mon-Fri 7.30 World & Local; 8.30 World & Local; 10. Local; 12. Local; 1. World & Local

MONDAY

No broadcasting
(Anniversary Day)
TUESDAY
7.00 Music (Yvon)
9.15 Music Ronnie Aldrich
10.05 Sports Magazine
10.45 First Episode new
serial "Daisy
Bates"

11.15 Brothers in Law
(Comedy)
12.05 Outback Adventures
1.15 Methodist
1.45 Close

WEDNESDAY

7.00 Music (Roger)
9.15 ABC Scope
10.05 My Word (Panel
Game)
10.45 Hospital Program
(Includes serial)
11.30 The Glums
12.05 Internat'l Roundup
1.15 Close

THURSDAY

7.00 Music (Toon)
9.00 Music (Kathy)
9.30 Magazine of Arts
10.05 Frankie Howard
(Comedy)
11.00 Request Program
1.15 7th Day Adventist
1.45 Close

FRIDAY

7.00 Music (Sylvia)
9.15 Dr. F's Casebook
10.05 World of Books
10.20 Bookworm
11.00 Morning Concert
11.30 Insight (Talk)
1.15 Church of England
1.45 Close

SATURDAY

11.00 Music (Sylvia)
12.00 Local News
12.05 Top of the Pops
1.00 World News

1.15 Request Program
1.30 Australia Top Ten
2.00 Aust. Sport Scene
5.00 Music
7.30 Close

SUNDAY

4.00 Folk & Country
Music (Daphne)
4.45 Top Pops (repeat)
5.30 World News (ABC)
6.00 The Glums
(Comedy repeat)
6.45 Childrens' story
7.00 Magician's Nephew
(Ivan reads childrens'
story)
7.15 Singers of Renown
8.00 China (10)
8.30 Play: Nice, by
Matura
9.00 Allegri Quartet -
Haydn, Mendelssohn
10.00 Close.

Reprieve for Whales?

For many years the Indians and early settlers of the American Southwest treasured the oil they pressed from the beans of the wild jojoba shrub. In Arizona and California the jojoba (pronounced ho-ho-bah) oil was used as a nostrum for almost every ill; to ease childbirth, as a remedy for cancer, even as a laxative. Spanish colonists liked to rub the waxy, colourless oil on their mustaches. Last week a panel of National Research Council scientists reported that the jojoba bean may also be a panacea for the endangered sperm whale.

The giant sea mammals (up to 60 ft. in length) are relentlessly hunted for the exceptionally fine oil that can be extracted from their tissue and head cavities. Sperm-whale oil and the waxy substance separated from it -- spermaceti -- are resistant to high temperatures and pressures, and have been used in such varied processes as coating paper and fabrics, manufacturing cosmetics, soaps and candles, cold-rolling steel and lubricating automatic car transmissions, watches and other precision machinery. In an effort to protect the world's dwindling population of sperm whales, in late 1970 the U.S. banned the importation of their oil. Even though other nations, notably the U.S.S.R. and Japan, continued to hunt the whales, the U.S. stockpile

of the oil began to dwindle alarmingly, and manufacturers argued that there was no adequate substitute.

In fact, there was. In the 1930s, Robert A. Greene, a chemist at the University of Arizona's College of Agriculture, noted that there was a remarkable chemical similarity between jojoba-bean oil and that of the sperm whale. Other researchers confirmed his findings; the university's Office of Arid Lands Studies still publishes an occasional bulletin called Jojoba Happenings to promote cultivation of the bean. But until recently sperm-whale oil was still plentiful, and efforts to substitute jojoba oil did not attract much commercial enthusiasm.

Economic Boost. In its new report, the Washington panel laments that neglect. It emphasizes that jojoba-bean oil could "probably be used as a sperm oil substitute for the complete range of uses."

Furthermore, the report notes that growing the dark, peanut-sized beans could provide an economic boost for the impoverished Indian reservations in the Southwest. The hardy, long-lived (up to 200 years) shrubs could readily be cultivated in desert land that has until now been almost totally unproductive. The panel conceded that the start-up costs for a jojoba plantation would be high, but after the plants reach maturity in five years, they would begin to pay off handsomely, even as they were contributing to the salvation of the great sperm whale. (TIME).

Inquiring Photographer

What do you think of Radio Norfolk?



JAN BUFFETT
Hairdresser

"I like it all.

It's good company

if you are at home by yourself during the day. What I would like to see are the broadcasting hours extended, especially over the weekends."



STAN JENSEN
News agent

"It's considerably improved over the last two years, I would like to hear evening programmes, especially plays and serials at that time so that I can sit down and listen. The Sunday evening programme could be a little lighter."



TOM VINCENT

"I think the announcers do a great job. There's not much I'd change. The Sunday evening programme is too highbrow I think. I'd like to hear them in the evenings too."



ANDY STANLEY,
Pop Assistant

"I think there should be more pop stuff for young people. Saturday afternoon should be all pop, no talk programmes. Perhaps if there was a pop programme on during the evenings a couple of nights a week, teenagers might be more interested in staying home at nights."



ALASTAIR WALTON
Visitor on Norfolk

Local news is a scream. When you turn on the radio in Sydney the news is always full of violence and crime. The most exciting thing the radio reports here is a lost dog."

editorial

It is responsible democratic government for Australia to require that the environmental impact of a jetport be aired thoroughly before plans are submitted to Cabinet for approval of \$5 million of airport improvements.

It was a responsible team of Government officers who presented themselves for questioning at Rawson Hall on Saturday. They have obviously worked hard to develop a plan, and believe they have worked out the best solution to our air service problems. Yet they are quite open to suggestions from any quarter on how the plan might be improved, or how it might be replaced with a better plan.

The plan is not yet set. Mr. J. P. Laver of the Department of Transport couldn't have made this plainer: "The hell it's inevitable," he said in response to a comment from the hall, "it's a proposal." But if Norfolk can devise a better plan, we had better do so.

Some uneasiness felt by residents about the plan may be merely the result of lack of information, or believing scare tales. But some uneasiness probably comes from another source, which is that "environment" can mean different things to different people.

To engineers and planners 1,000 miles away, environment has to be definable, in scientific measurements: decibels, microns, combustion efficiencies, seconds of noise duration and so on. People don't live on Norfolk because of microns or decibels. They live here because the way of life is largely unspoiled and natural.

"Environment", on Norfolk, means a lot of things engineers don't think about. It means being able to leave your door unlocked. It means being able to talk with someone, instead of rushing past in pursuit of a dollar. It means living in a small community of individuals -- not unknown, nameless faces.

Could jets change all that? Yes, they could. They have, in other parts of the world.

What do we do to prevent it? Three things. First of all, recognise that we do need a good air service, and that it has to be an economic proposition for the airline providing it. Second, try hard to see if we can find a better solution to the problem -- and if we can't, turn promptly to step three.

Step three is making sure we get local control of the threat. Of all the groups on Norfolk, only the Tourist Board has made a positive effort in this direction. Perhaps the controls they ask are too stringent; perhaps they are not complete enough. But they are a start, and they ought to be considered and discussed by every responsible resident, and supported fully once they are thought through and refined.

For years Norfolk has been an Island where a consensus of opinion is almost impossible, because there are so many groups with differing interests. On this matter -- what local authority we must have to keep jets from spoiling the Island -- residents should work toward agreement, or prepare themselves for a sadly different Norfolk in the years ahead.

Council Meets Wed.

AT THEIR JUNE 4TH meeting, Council was able to plough through only the first four items on a 16-item agenda.

The meeting adjourned its public session about 5 p.m., and in the closed session following, decided to meet again this Wednesday.

The most controversial matter on the postponed agenda is believed to be a Ministerial statement on policies concerning Crown Lease Lands, which could affect homeowners all over the Island.

The resumption of the meeting has not been gazetted as the News goes to print, but the meeting will presumably begin at 2 p.m., Wednesday June 11th in the Council Chambers at Kingston, and be broadcast then and Thursday night.

Commenting on the volume of business before Council, the Administrator said, "The Island business is getting bigger, and we can't do anything about it."

THE NORFOLK ISLAND NEWS

"MAYBE THE ONLY NEWSPAPER IN THE WORLD WITHOUT A TELEPHONE" Published Monday morning at the News Office, Collins Head Road, P.O. Box 94, Norfolk Island 2899 South Pacific. Proprietor and Editor, Ed Howard.

Editorial Contributors this issue Celia Bigg, Alice Howard, Wendy McGuinness, Roger Newman, Henry Smith.

Type, Shelley Buffett and Jan Pearson.

Production, John Pearson.

Subscriptions: \$A14 p.a. posted to Australia, \$A21 to New Zealand, \$A25 elsewhere -- shortened if postage rates rise.

Advertising rates on request.

Letters and contributions are welcome but anonymous letters are not printed.

Q: Are there other laws as close to the Norfolk heart that are in the wind?

A: The proposed workers' compensation and third party motor insurance schemes will be the two which will have the most impact.

Q: If the New Zealand insurance scheme were adopted, would that eliminate the need for those?

A: It would completely obviate the need for workers' compensation. There may be a necessity for some further third party coverage.

Q: Are there changes you would make on Norfolk if you could?

A: I would hope that Norfolk Island in its future would try and act in a more unified manner on the various problems. I know discussion is a healthy thing but it seems to me that there's too much bitterness and factions in the community, which any small community can ill afford to tolerate. I would think a more unified approach to the common problems shared by the community here would produce better results.

Q: How would you start?

A: You can't really expect one person or one section of the community to start working for such an ideal. This will only come through general feeling in the whole community that they do share common problems and that the best way to solve these problems is to act together and not in the interests of themselves alone.

Q: Are you saying "be a little less selfish"?

A: I think the time has got to come in any community where people have to subjugate their own interests to those of the island as a whole.

Q: What other community matters seem important to you?

A: One thing is the problem of juvenile delinquency on the island, which from my seat is one of the main problems facing the island. I think anyone who regularly attends the Court of Petty Sessions on Tuesday mornings would be astounded at the numbers of young people appearing before the court for what at the moment are minor traffic breaches.

Q: By juvenile delinquency, are you thinking primarily of traffic offences?

A: There have been several cases of assaults in the last few months, and some completely senseless acts of vandalism which have not benefitted materially the people that carried out the vandalism -- they've gained nothing from doing it. And there have also been a great number of breaking, entering

and stealing.

Q: More than you would expect to find in a community of similar size in Australia?

A: Yes, definitely.

Q: What's the approach to the problem? There doesn't seem to be any one clear answer.

A: There is obviously no one short, final solution. One suggestion which has impressed me was made by Mr. Weir who was over here some months ago. He suggested some sort of youth counselling service be instituted, started by a person such as a man who is in charge of the Police Youth Club in Australia -- someone who is young enough to understand the thoughts of the young people of the island, and someone with the motivation, knowledge and ability to channel the interests of the youngsters into something constructive rather than something destructive.

Q: You see such a counsellor being an Administration employee?

A: Not necessarily. I think it might be better if there was no obvious connection with the Administration, which is seen by so many young people as the authority on the island. I think it might be better if he was independent from the Administration.

There are problems in the relationship between the Administration and community in general.

Occasionally it has struck me that there is a great deal of misunderstanding in the community as to the functions and roles of the Administration in the island life, and I've advocated for some time the Administration should at least have a look at the idea of improving its public relations and improving its image in the community generally.

I find that constructive criticism can always be helpful, but if you merely get criticism that is ill-founded and inaccurate, you find that people in the Administration tend to ignore all criticism.

Q: Is the Admin. too big? Too little? About the right size?

A: It depends what the community wants from its Administration. If they are going to expect -- as I think they will -- the Administration to undertake more and more tasks on behalf of the community, they're going to have to face up to the reality that this is going to cost money, and more staff, and better facilities.

Q: Do you think expansion of the Administration ought, in the interests of the island, to occur?

A: In certain areas I think it's going to have to occur. One

example that comes to my mind concerns the job of the Curator of Deceased Persons' Estates. This position previously was merged with that of the Legal Advisor, and the Legal Advisor was responsible for carrying out the function.

Since the positions were separated in 1973 some 40 estates have been finalised or are on the way to finalisation, but in the process of administering these old estates, you discover even older ones that haven't yet been touched. The deeper you go into it the more appears. I can't see how the Legal Advisor under the present setup could expect to be able to handle both jobs.

Q: Is it proposed he should?

A: I believe the Curator's position is not a permanent one -- that it is expected it will revert to the Legal Advisor after some years. If this happens you're going to save \$10,000 in salaries at the expense of a slower rate of administering estates. What should happen is that the positions should remain separate until all the backlog of estates has been completed, and then it may be possible for the two positions to merge once again.

Q: How far back could you go in time, still discovering estates that have not been properly settled?

A: We have on many occasions had to go back to the old records in the Registry Office which concern the original Pitcairn settlers.

Q: Are there some of their estates that....

A: No, not their estates, but in dealing with other estates you sometimes find that you have to back that far in order to clarify a certain point. Many of the original estates were not settled properly, I'm sure, but of course they would never come to light.

Q: Is that a problem?

A: No, it's something you just accept. One interesting example on that point involved a grant made by one of the original Pitcairn settlers which was concerning a piece of land which he devised to one particular person, with the proviso that if any descendants of another person returned to Norfolk to live, they would have half that land. That will was made in the late 1800s, and several weeks ago we had a person from Pitcairn arrive on the island, and demand her part of the land. This could lead to pretty extensive litigation before the question is solved.

Q: Is that subjudice at the moment?

A: Not in that it is before a court, but it is in the hands of solicitors at the moment.

Q: Will you come back to Norfolk?

A: Yes, we hope to be back probably for a holiday within a year or so.

21/4/74
**EIGHT PAGE
LIFT - OUT
for visitors**

**THIS WEEK
ON NORFOLK
centre page**

NORFOLK TOURIST NEWS

A LIFT-OUT SUPPLEMENT TO HELP VISITORS ENJOY THEIR STAY ON NORFOLK

Many Duty-Free Shops Open on the Weekend

Mostly, Burnt Pine shops are open from 9am to 12.30, and from 2pm to 5.30. Mostly they close Wednesday, Saturday and Sunday afternoons. The larger stores tend to be open more hours and are more likely to be open Sunday mornings. One of the pleasant things about running a small shop on Norfolk is that you can weigh very light store traffic against very beautiful weather outside, say "this is crazy," shut the doors again, and go to the beach or work in the garden. Don't be upset if someone is closed -- envy them.

Places offering a bite to eat (sandwiches, take-away meals, fish and chips etc.) have varying hours, and if you find one you like make a note of its hours so you won't be disappointed another day.

The Milk Bar (really a general store) and Burns Philp's store at Middlegate are both open long hours, every day, and provide a real service to visitors and residents alike.

Post Office Ready to Help; and 1¢ Postage!

Norfolk may be the last place in the world where you can mail a local letter for 1c. There are collection boxes at several places around the island, but there is no mail delivery; everyone picks up his mail from the Post Office in Burnt Pine.

It opens at 8.54am, closes for lunch from 12.30 to 1.15pm, and is open until 5pm -- on weekdays only.

Postmaster Foxy McCoy and Edie Christian, Lorraine Conaghan and Peter Evans actually work longer hours than that. Mail is sorted right after its arrival by air every day but Sunday. People with postal emergencies have been known to communicate with the P.O. staff after hours by calling through the mail slots, so if you see someone talking to a slot some evening don't be unnerved.

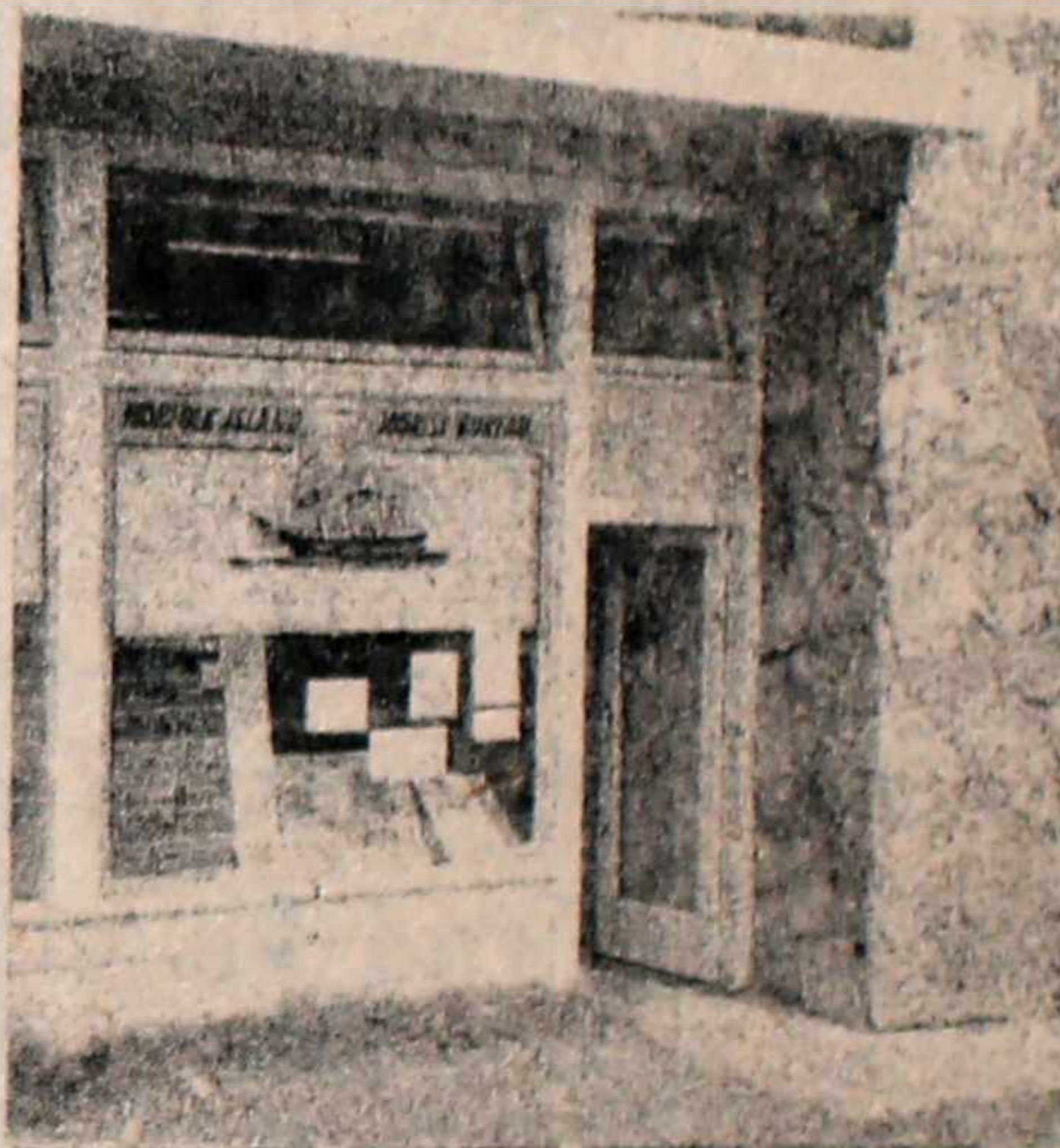
Sydney closing times are Sunday at 12.30pm, Wednesday and Saturday at 11.30am. Auckland: 12.30pm Sunday, 4.00pm Tuesday, Thursday and Friday for despatch the following day.

Back issues of Norfolk's unique stamps aren't sold by the Post Office.

do, for they are nice to have and a good investment), go see Amy Bathie at DeChesne's Store across from the Milk Bar.

AID, INFO AND ADVICE FROM TOURIST BUREAU

Thea Fyfe and Edith Adams provide an invaluable and impartial fountain of information, wailing wall and booking service at the tiny Tourist Bureau in Burnt Pine. They are on hand from 9am to noon, and from 2pm to 4pm on Monday, Tuesday, Thursday and Friday. On Wednesday and Satur-



TOURIST BUREAU'S MINI-OFFICE

day the Bureau does not open in the afternoon, but its window is a sort of public notice board that visitors refer to at all hours.

See Thea or Edith to book an island tour, a coral reef boat trip, a fishing excursion, a horseback ride, a barbecue, an island dinner; to hire a car, change a booking, make future bookings, or buy various Norfolk publications.

Good Phone and Cable Links, But Not 24Hrs

International phone calls and telegrams are handled by the Norfolk Branch of Australia's Overseas Telecommunications Commission, 100 yards or so up New Cascade Road from the main shopping thoroughfare.

Christine Sheridan is the phone operator weekdays, Margaret Christian in the evenings, and Jess Buffett on weekends.

a complaint? a bouquet?

There is a suggestion box at the Tourist Bureau; or write the News, P. O. Box 94.

to 8pm Monday through Friday; from 10am to 6pm Saturdays; and from 10am to noon, and again from 3pm to 6pm on Sundays.

Three minutes to Australia costs \$3.75 (\$1.25 for additional minutes). A minimum call to New Zealand is \$4.68, plus \$1.56 for each minute over three. Sometimes there can be a delay. The beginning and end of each day are the busiest times, and if you must get through then it can help to make a booking in advance.

The telegraph office next door operates different hours; 9am to 6pm weekdays, 9am to 2.30pm Saturdays, and 9am to 2pm Sundays. John Brooksbank is manager. Chubby Gillan and Harry Nichols will sell you messages at 5c a word to either Australia or New Zealand. If you send a weekend telegram to Australia you'll need the phone number, because Australia doesn't deliver telegrams on Saturday or Sunday.

Telegrams are delivered on Norfolk by the ubiquitous Merv Buffett (Dave South is handling this until Merv returns in mid-June) -- a job requiring good motorbike handling, a genius for spotting people on the road.



PATON PLACE
may be 'out of town'
but when you get there
you will find:

Cloissone ware, Glen Cree mohair, Munrospun knitwear, Philippine shirts, cotton dresses and blouses and pleasing small gifts.

Continue along Taylor's Road towards Kingston and 150 yards past Queen Elizabeth Avenue you will find us. (opposite Nimpex)



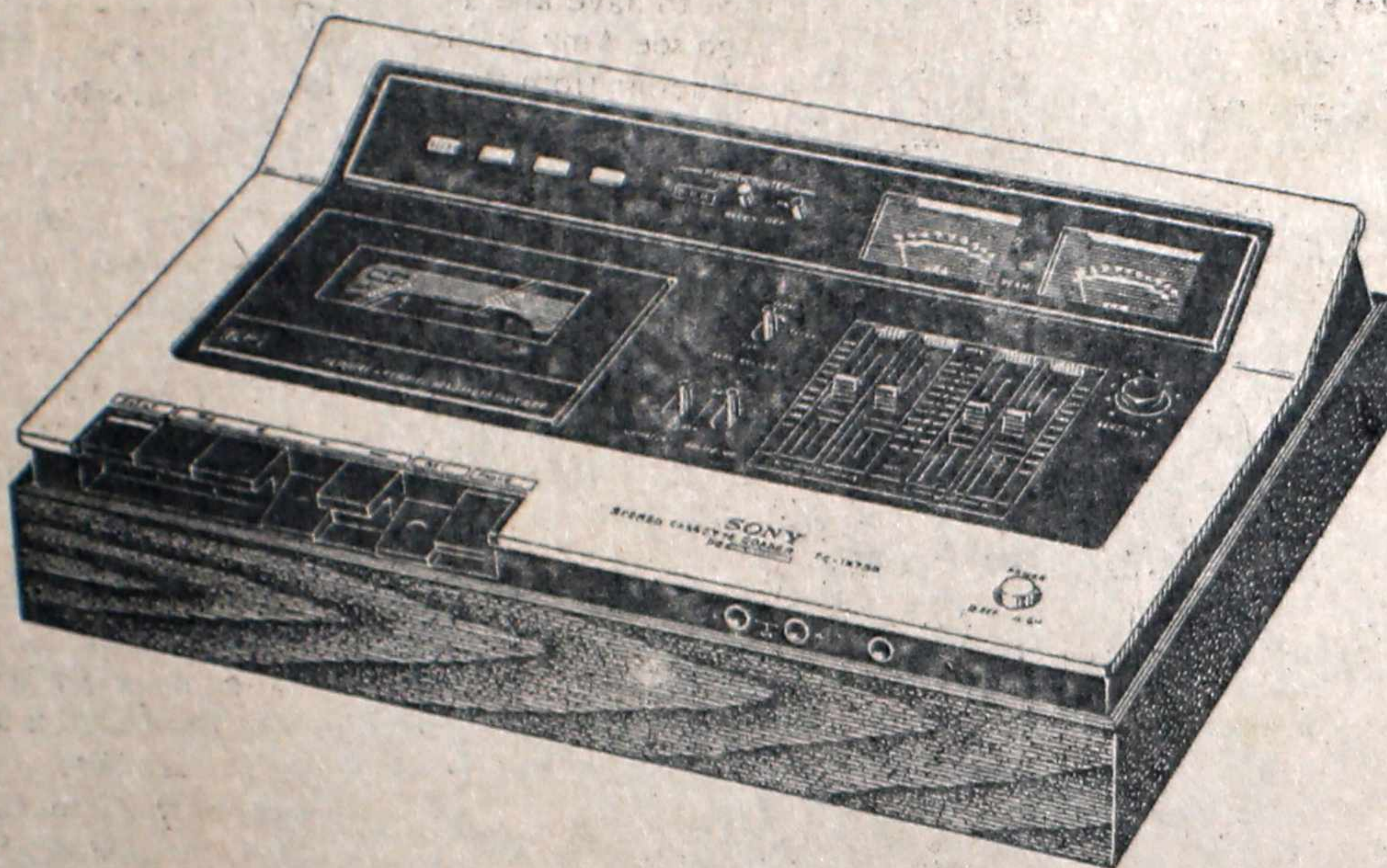
PITCAIRN AND NORFOLK stamps, 1st Day Covers

BACK ISSUES -- VARIETY OF SETS
De Chesne's Store at Hospital Corner

TC 137SD

Electronics Australia, the country's largest-selling electronics and High Fidelity magazine, says —

"FROM A CAT'S PURR TO A CLASH OF CYMBALS!"



*Entirely New Realm of Stereo Cassette Deck
with Sony's New Ferri-chrome Tape, Dolby* NR system
and Ferrite & Ferrite Head
— Quality Sound, True Versatility —*

The new Sony TC-137SD comes with a host of attractive refinements to satisfy the most demanding listeners. The first feature is Sony's newly developed Ferri-chrome cassette tape utilization, adopting advantages of both conventional high quality cassette tape and the chromium dioxide cassette tape. Thanks to the Ferri-chrome tape, extended wide dynamic range with rich bass and treble tone and excellent frequency response can now be yours. Other desirables are Dolby* NR system and Sony's precisely engineered Ferrite & Ferrite head. Due to the Dolby NR system tape hiss is cut to point where it is imperceptible. Ferrite & Ferrite head

assures wear-proof tape-to-head contact. Other advantages include: limiter circuit for peak level suppression and peak level indicator for wide range recording; complete auto stop at the end of the tape; greatly reduced wow and flutter of 0.07%. You can mix microphone and line sources at will with the large separate volume controls. All this is presented as the result of Sony's accumulated experience in audio equipment engineering and production. The TC-137SD delivers stereo high fidelity that compares with many open-reel recorders. Hear it soon. You'll be glad you did.

*The word Dolby is a trademark of Dolby Laboratories, Inc.

Research Makes the Difference

SONY®

Seven authorised Norfolk dealers are glad to give demonstrations, and are empowered to give you an exclusive Sony warranty valid everywhere

NORFOLK ISLAND

Here are a few of the many things to see on the island. Enjoy them during the day -- you can shop late at the Milk Bar

1 AIRPORT TERMINAL and Air Cargo office

2 SHOPPING CENTRE, Post Office, Banks, Tourist Board

3 ISLAND ADMINISTRATION ; Bond Store for spirits

4 CEMETERY -- touching inscriptions on old headstones

5 BLOODY BRIDGE, site of one of Norfolk's legends

6 NORFOLK ISLAND GOLF CLUB -- visitors welcome

7 CINEMAS: Rawson Hall and Mission Rd. Theatre

8 HOSPITAL AND DENTAL SURGERY

9 O. T. C. -- International phone calls, telegrams

(R) HISTORIC RUINS of early Norfolk settlements

★ NORFOLK ISLAND MILK BAR



All roads lead to the complete holiday mini-mart --

★ **Norfolk Island Milk Bar**

"THE FIRST SHOP YOU COME TO AFTER LANDING AT THE AIRPORT"

OPEN 7 DAYS — 7.30 am to 9 pm (Except Sundays, when we get lazy and are open only from 9 am to 7 pm -- sorry about that....)

We want to help you make the most of your time on Norfolk so we carry freshly-baked Norfolk Island bread...eggs...teas and coffees...a complete range of tinned foods...frozen meats, vegetables, fish, sweets, pastries and 'heat-n-serve' items...soft drinks...biscuits, crackers and savouries...ice cream...imported cheeses...lollipops...magazines...batteries...cigarettes...wrapping paper...personal and gift stationery...greeting cards...bug sprays...toothpaste and medicine cabinet items...novelties...mainland newspapers...tin openers...candles...first aid requirements...olives, pickles, nuts and condiments...picnic supplies...games...artists' requisites...gourmet foods...sliced luncheon meats...fresh fruits and vegies, when Norfolk has them...needles and cotton and almost anything else you've forgotten, every day of the week, early & late,



BARRETTS

**Suits
Blazers
Trousers**

LONDON TAILORED



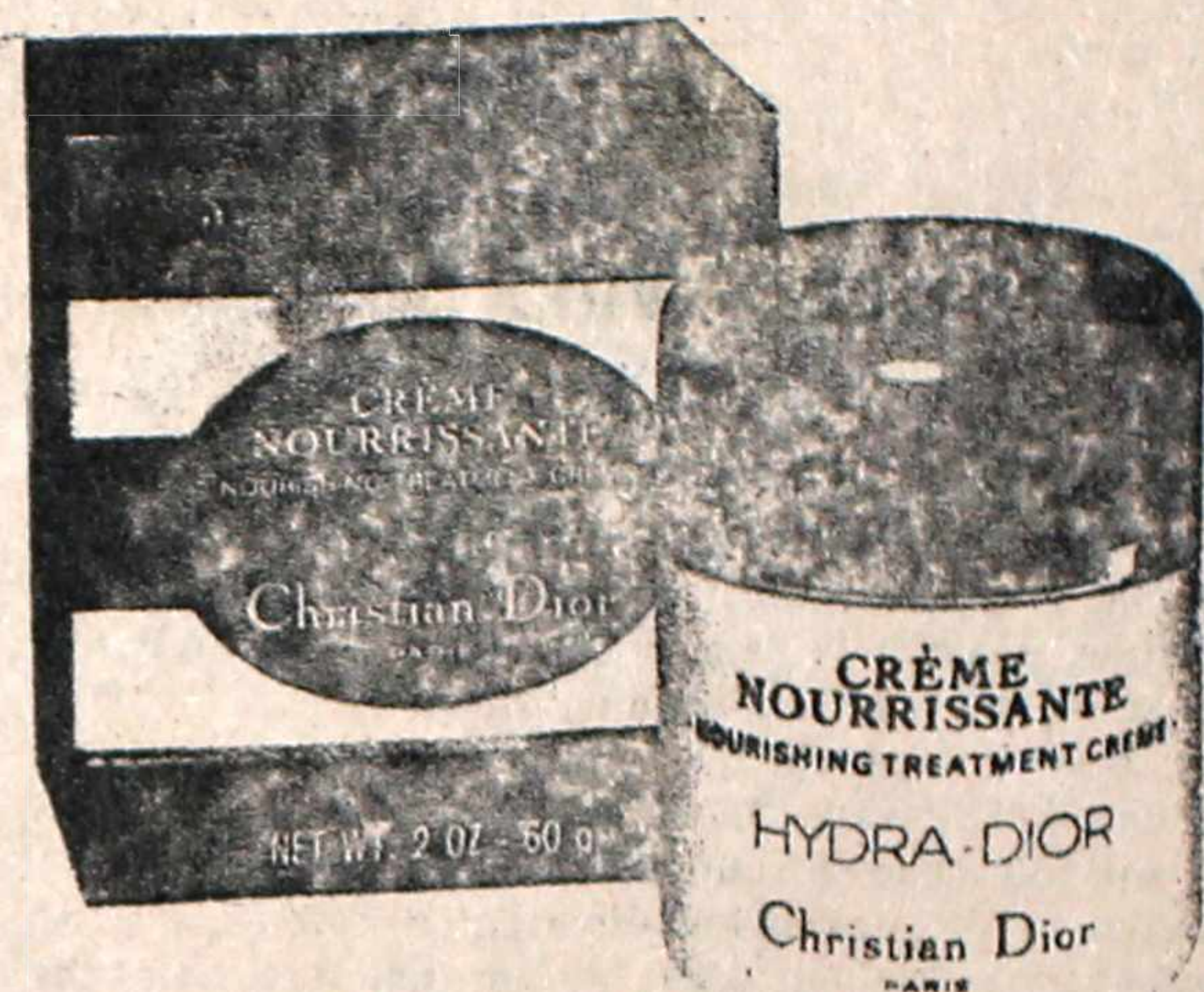
- BALLANTYNE
- Mc GEORGE
- COX MOORE
- PETER SCOTT

Top English and Scottish
KNITWEAR at Barretts

DAKS

for men, ask any woman

- Deep Moisturizing Cleanser
- Toning Skin Freshener
- Enriched Penetrating Moisture Creme
- Deep Care Creme
- Equalizing Moisture Creme
- Gentle Eye Care Creme
- Wash-off Creme Refining Masque



NEW
at Barretts



Created to care
for the most precious skins.

HYDRA-DIOR

This Week on Norfolk

MONDAY

Housie, Leagues Club
Smorgasbord, South P. Hotel
Film, Norfolk Hotel

TUESDAY

Film, Paradise Hotel
Film, Leagues Club
Darts, R. S. L. Club

WEDNESDAY

School sailing Emily Bay 1pm
N.I. Council meeting 2pm
Film, sm'bord, Valley View
N.I. Film, Paradise Hotel
Open Night, Norfolk Hotel

THURSDAY

Island dinner, Branka House
Housie, Leagues Club
Barbeque, South Pac. Hotel
Film, R. S. L. Club

FRIDAY

Open Night, Paradise Hotel
Film, R. S. L. Club

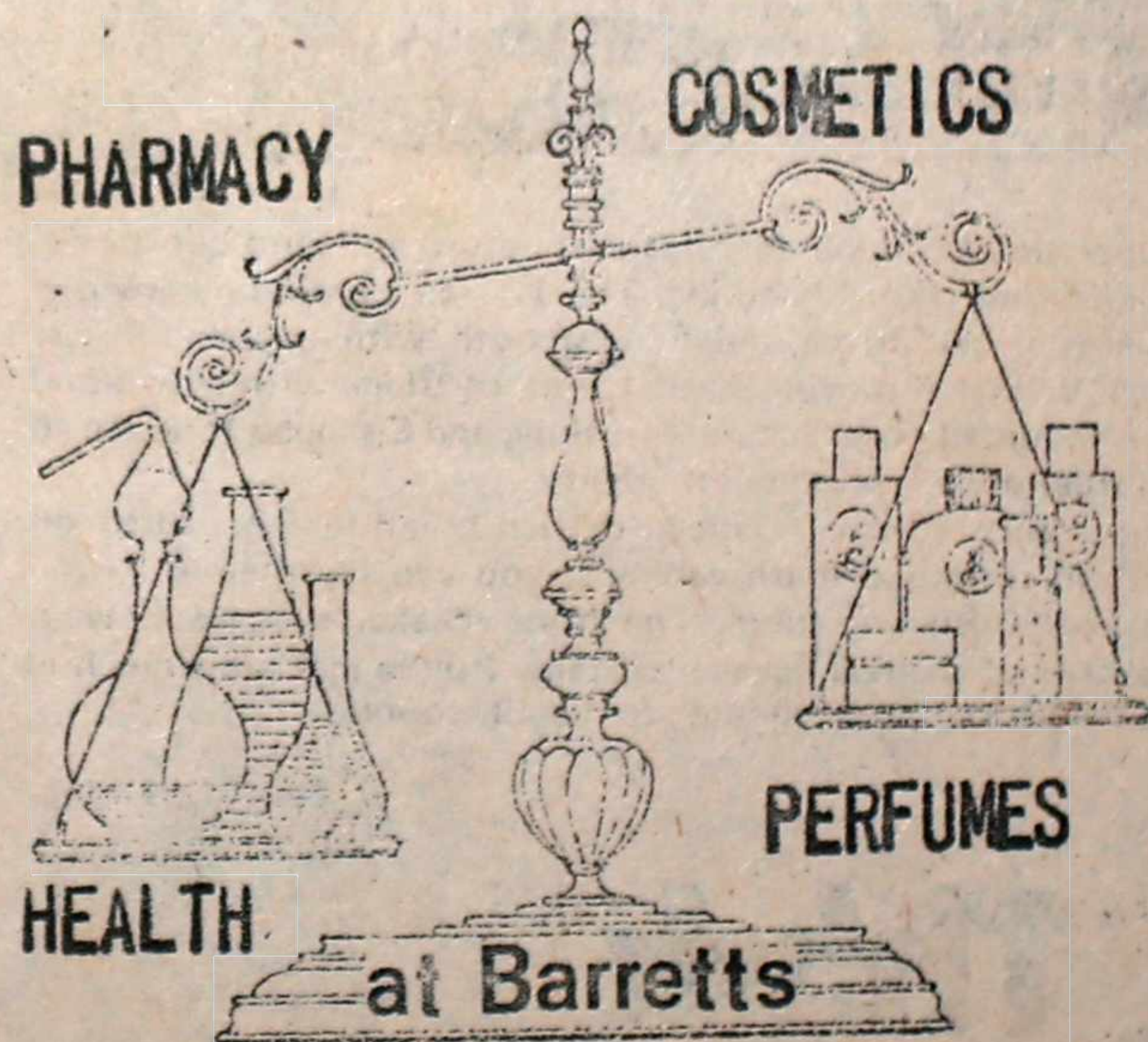
SATURDAY

Open Night, Norfolk Hotel
Barbeque, South Pac. Hotel
Housie, R. S. L. Club

SUNDAY

Film, sm'bord, Valley View

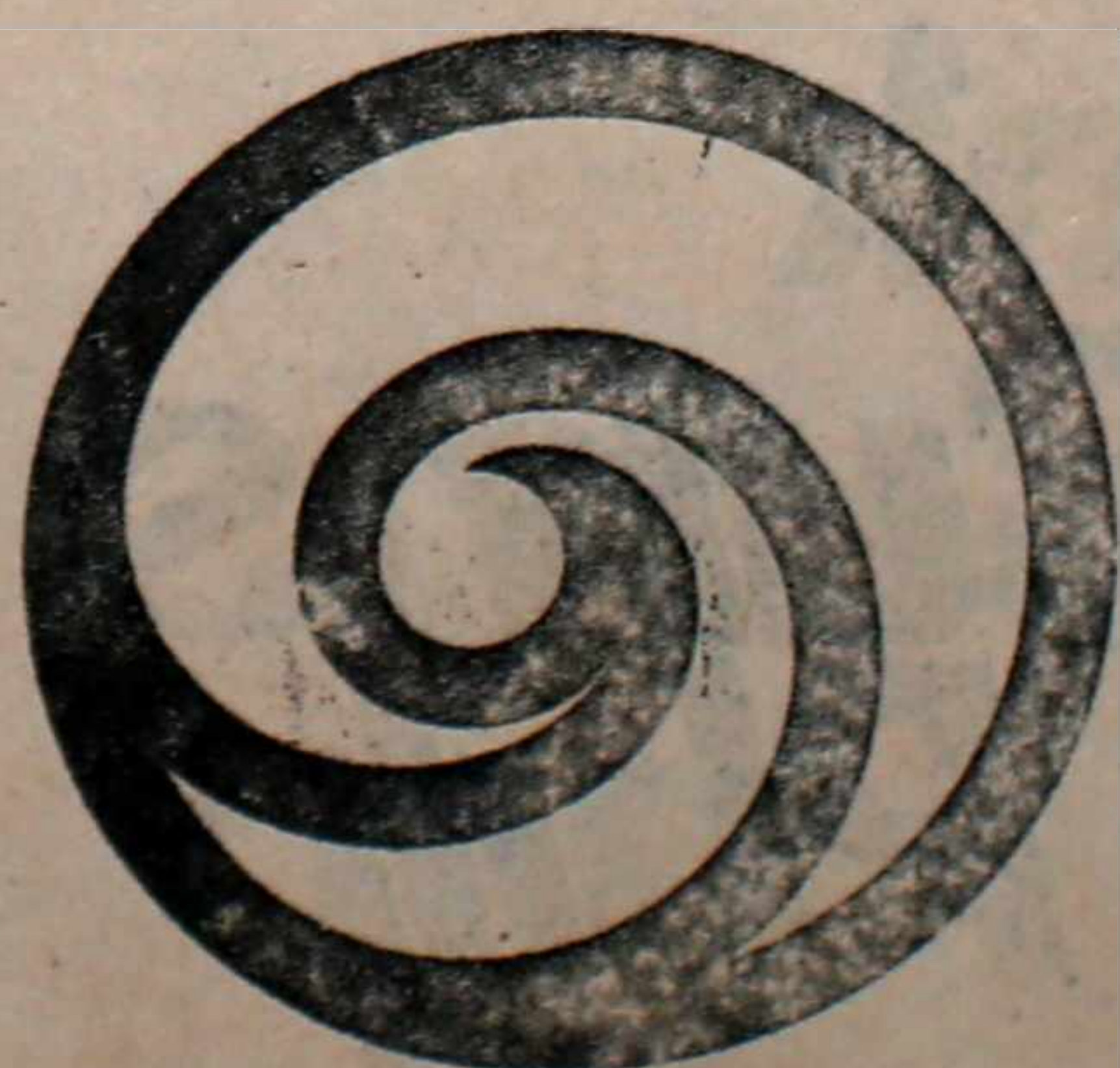
(All events open to visitors.
Booking advised by 4.30 if
meals involved. Inquiries to
N.I. Tourist Bureau, Burnt Pine.)



Help your
HEALTH, SKIN, SHAPE, HAIR.

COSMETICS and
PERFUMES
Christian Dior
Estee Lauder
Revlon
Innoxa
Max Factor
Elizabeth Arden
Avon
Mary Quant

AFTER SHAVES
Eau Savage
Aramis
Monsieur Rochas
Moustache
English Leather
Faberge - West
Guerlain
4711
Sirs



BARRETTS

Think System 1 Stereo!

ES-2000 Two-channel SoundMates

System Stereo

Pioneer's ES-2000 puts it all together: everything you need for a compact home stereo system—a receiver, a turntable and a pair of speaker systems. The perfect team for home entertainment: easy operation combined with superb performance, each component made for each other. And with the ES-2000's all-separate design, you can lay it out to fit any interior.

Functionally versatile receiver is the heart of the ES-2000. Quasi-complementary SEPP power amplifier delivers 34 watts of solid music power (IHF, 8Ω). FM signal-to-noise ratio is 70dB, FM tuning sensitivity 2.5μV (IHF). The tuning dial is equally calibrated and complemented by a signal-strength tuning meter for precise tuning. You also get the pleasant bonus of MIC mixing—simply plug in a microphone, and sing along with your favorites. Into quadraphonic-type 'surround sound'? Go add a pair of speaker

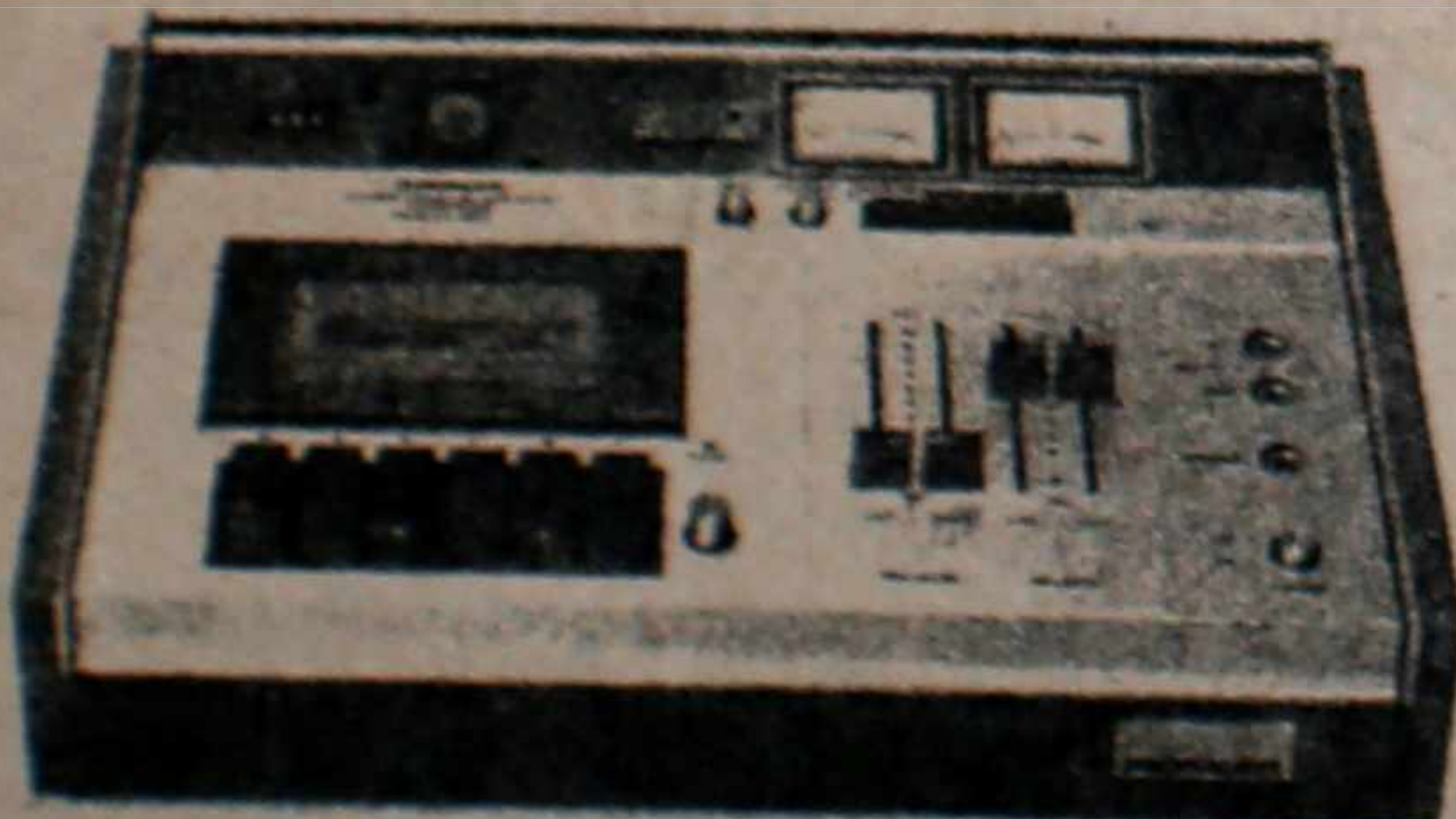


systems. Enjoy simulated RM four-channel at the MTX-1 position, simulated SQ at MTX-2. Through the system's speaker matrix connections, you can also quadralize conventional stereo sources.

Precision-engineered turntable of the belt-drive type features auto return and auto cut for effortless handling. Test-proven four-pole synchronous motor rotates the 12-inch die-cast aluminum platter precisely, smoothly. The accurate-tracking, sensitive S-shaped tonearm has a plug-in type headshell. There are also a moving-magnet type cartridge for high fidelity disc reproduction and a direct-readout counterweight for easy stylus pressure adjustment.

Dynamic speaker systems specially designed for the ES-2000 are finely honed, balanced and smooth. Both are the two-way, two-speaker type, each featuring a 6-5/16-inch woofer for solid lows and a uniquely designed 3-1/8-inch cone tweeter for pristine highs. All precisely assembled in efficient bass-reflex type enclosures with elegantly finished rosewood cabinets that will match any decor.

CT-5151



Stereo Cassette Deck

- Built-in Dolby® NR system • Independent bias/equalizer tape selectors • Full auto-stop mechanism • Skip button for easy cueing • LED peak indicator plus over-level limiter for distortion-free and easy recording • Memory rewind switch • Tape running pilot lamp

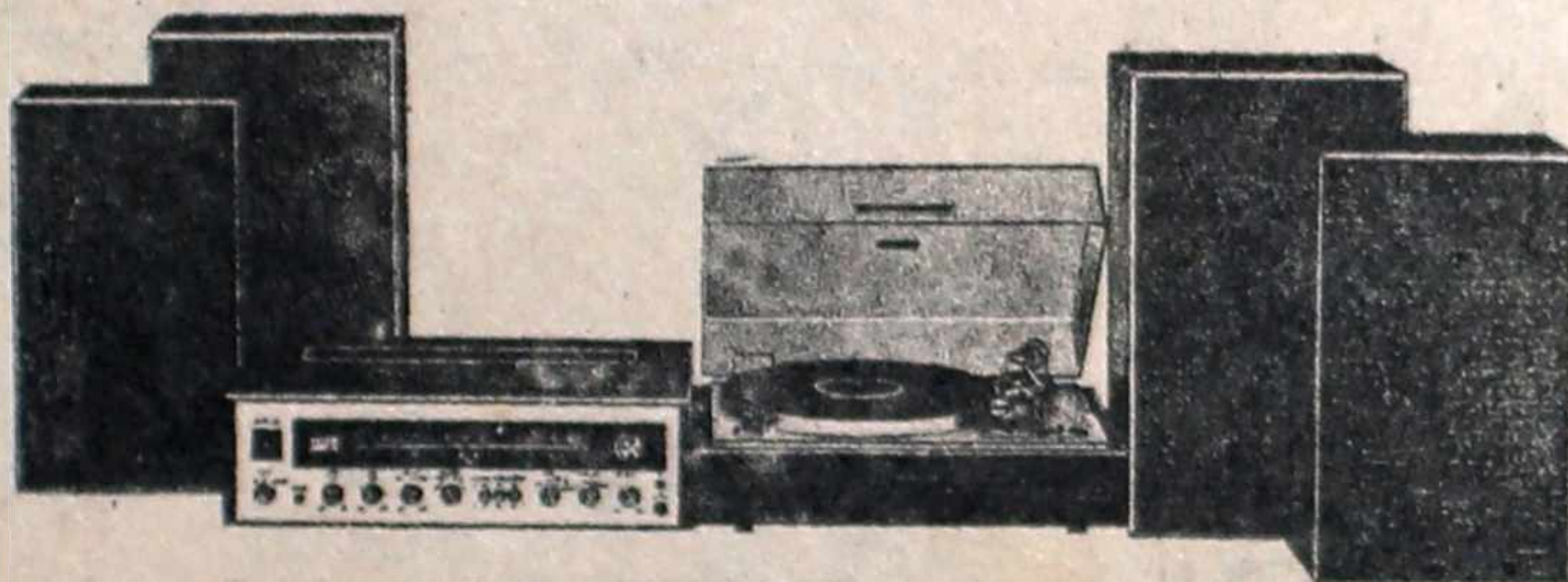
System/Motor: Stereo, compact cassette, recording & playback; electronically controlled DC motor Wow & flutter: < 0.12% (WRMS) S/N ratio: 58dB (Dolby on, normal tape) Frequency response: 30-16,000Hz (chrome tape) Dimensions: 15-5/8" (W) x 3-3/4" (H) x 9-1/2" (D) Weight: 10 lb 9 oz

Prelude-4000A Four-channel SoundMates

Four-Channel System

The Prelude-4000A brings all the excitement of concert hall music into your living room with stunning realism. Everything you need for four-channel is here—in a package that can't be beat for performance or style. Beautifully designed, the Prelude-4000A is sure to add drama to the decor of any listening room.

Value-packed receiver forms the "control center" of the Prelude-4000A, packing a full 38 watts (IHF, 8Ω) of music power. Choose from any of the four-channel sources (RM, SQ, discrete), or utilize conventional stereo sources for either conventional stereo or simulated four-channel listening. AM/FM? The tuner section of the receiver is easy to operate, includes a signal-strength meter for precise tuning and offers both high sensitivity and excellent signal-to-noise ratio. You also have the bonus of MIC mixing—simply plug in a microphone, and sing with the stars.



Easy-operation turntable features auto return and auto cut for virtually effortless record handling. The 12-inch aluminum alloy die-cast platter is belt-driven, quiet and smooth, with wow and flutter less than 0.15%. A moving-magnet type cartridge with a diamond stylus is mounted on an accurate-tracking and S-shaped tonearm to ensure true-to-life reproduction fidelity.

Living-presence speaker systems deliver breathtaking "surround sound." In rosewood-finish cabinets, you can lay them out anywhere in the listening room. The front speaker systems (2-way, 2-speaker) and the rear speaker systems (full-range) are a cinch to please the listener with stunning sound all around.

Think
PIONEER®

Think
Burns
Philp

Low-Priced Grog, but Remember Bond's Hours

The Island's only "bottle shop" is the Administration-run Bond Store, in the New Military Barracks compound at Kingston.

The store is open Monday through Friday from 10 a.m. to 1 p.m., and again from 2 p.m. to 4.00 p.m. It is closed the last weekday of each month for inventory.

The bond carries an ample range of spirits and liqueurs (about half mainland price), Sydney, Melbourne and sometimes German beers (about 12c a can less than mainland) and Australian and European wines (about the same as mainland.)

Goof LeCren and Pete Connolly are on duty to help you select. They point out that the bond imports most of its stock directly from the countries of origin.

Of special visitor interest are limited bottlings of reisling and claret in commemorative Norfolk Bi-Centenary bottles, and a growing range of miniature bottles of exotic liqueurs.

A branch of the bond store operates at the airport, for departing travellers only, and charges a bit higher prices - worth the convenience if you want to take some cheer back home with you.

A Priority N.I. Need

Peaceful, unspoilt, restful to the eye, remote, historic -- Norfolk is all those things, for visitors and for those who live here.

Norfolk meets its community needs mainly by community effort rather than by complicated welfare and taxation systems. One of the good causes people on Norfolk support and contribute to is the Norfolk Island Hospital.

As we hope visitors won't have to learn by personal experience, the hospital is well run. It's small, and simple in some medical ways, but it provides a great service for all. Like all hospitals, it depends on grants and subsidies to cover its costs.

If your enjoyment of Norfolk during your visit should make you wish there were something you might do for the island community in return, a contribution to the Norfolk Island Hospital Board may be forwarded to the News at P.O. Box 285.

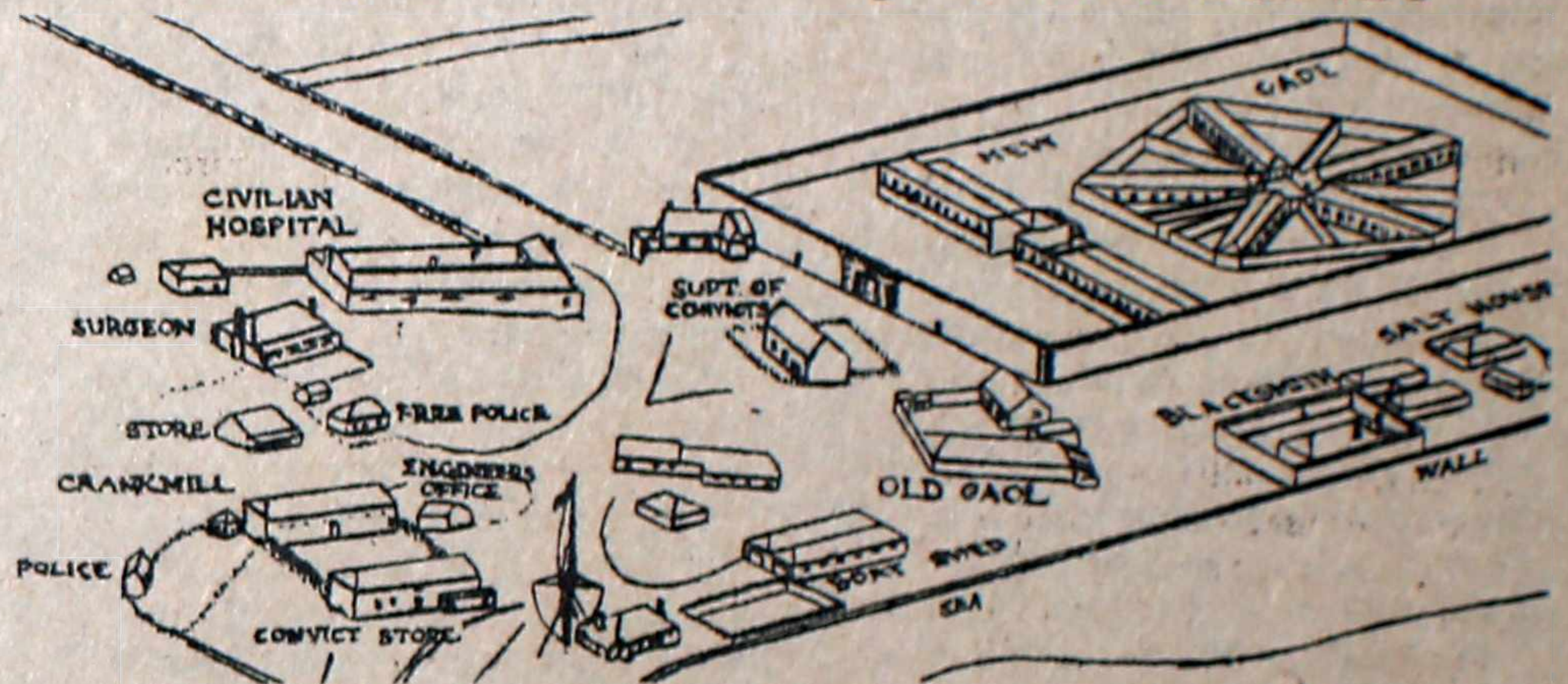
NORFOLK'S HISTORY: GRIM, FASCINATING, TOUCHING It's Worth a Thought...Reading...a Lifetime

That correct gentleman, Captain James Cook, discovered Norfolk Island in 1774. He spent only part of a day here but was anchored offshore looking at it for an afternoon and a night. He thought it was like New Zealand and was particularly taken by the Spruce Pines, as he called them, and being proper, thought of them as masts for His Majesty's Royal Navy. (For historians, Cook's Journals and Joseph Banks' Logs and even novels about Captain Bligh and Matthew

must have been discouraged. It is said their morale and morals were deteriorating by 1803; home-made spirits may have helped or hindered them.

By 1814 the Island was deserted.

In 1825 Norfolk Island became a penal settlement and was a hell on earth for most people living here. This period lasted 31 years. In spite of the misery a great deal of work was done - land was cleared, fields worked and lovely Georgian buildings were erected. It also was a



THE KINGSTON PIER AREA, AS BUILT UP DURING THE 1825-55 CONVICT ERA
(Full drawing of early Kingston sold by N.I. Administration. Copy by permission.)

Flinders will really whet your appetite.)

Just after the First Fleet arrived in Botany Bay and meagre, muddy Sydney was beginning to be settled, Lieutenant Phillip Gidley King was sent to Norfolk by Captain Arthur Phillip in H.M.S. "Supply" to start a settlement to prevent the Island being settled by any other European power. King took along 24 settlers, 15 of whom were convicts.

For some time there was question of whether Sydney in New South Wales or Sydney (Norfolk Island) would be the most successful colony. (Sydney on Norfolk Island was changed to Kings Town and then Kingston.) Both had hard times indeed, though in 1804 the population of free settlers and convicts on Norfolk totalled 1,100.

The Island settlement was hard to maintain for many reasons - distance and difficulty of access being two of them, and it was decided that bonded and free settlers should be moved to Tasmania. The settlers had worked very hard to farm the land and eke out an existence, and

time when some of the cruelest punishments in British history were meted out.

In 1855 the convict settlement was abandoned and in June 1856, 194 Islanders from Pitcairn Island landed here. These new settlers, descendants of the "Bounty" mutineers, had over-populated Pitcairn, and for romantic and practical reasons were given Norfolk Island.

The difficulties, uniqueness and genuine love of this Island of the families who stayed here would take volumes of a historian's time. The marvelous thing is that most did stay, and that a way of life exists on this Island that cannot easily be found anywhere else in the world.

In 1856 Norfolk Island was created a "distinct and separate settlement." In 1913 the Island became a territory of Australia. It is now administered by the Department of the Capital Territory, with an Administrator appointed by Canberra on the Island, and an Advisory Council elected by the residents of Norfolk.

Visitors Welcome at N.I. Church Services

CATHOLIC:

Mass when Father Des Scanlon is on the Island, every day at 5.30 p.m. Additional masses on Sunday at

8 a.m. and 9.30 a.m.

CHURCH OF ENGLAND:

Communion service at All Saints, Kingston, at 10.30 a.m. Sunday, prayer service at St. Barnabas Chapel at 7.30 p.m. Sunday. Sunday School at 9.15 a.m. Rev. Colin Berriman.

METHODIST:

Sunday School 10 a.m., services at 11 a.m. Pastor John L. Sharp.

SEVENTH-DAY ADVENTIST:

Sabbath School at 9.45 a.m. Saturdays, Service at 11.15 a.m., Saturdays. Pastor Ray Sills.

Many "Bounty" Names in Crews that Work the Ships

While you're on Norfolk Island you are probably more dependent on the sea than you or your family have been for some generations.

Except for the light-but-costly things that sensibly come by air freight, everything you use, eat, sleep on, ride in or buy was either made on the island or brought by ocean vessels.

And Norfolk doesn't have a harbour.

Your holiday on the island is supported by a rugged, sometimes improvised "we're ready when you are" system of unloading anchored ships with the use of 30ft. lighters loaded by hand and towed to the pier by launches.

When a ship is due the lighterage operation starts at dawn when Boony Buffett, the island's Works Supervisor, inspects the Kingston and Cascade landings to see which is suitable for use. Having decided, he drives to Norfolk's radio station, opens it up, and broadcasts a call to the work crews.

The broadcast is listened to by the ship, which heads for the chosen landing.

If Cascade is the spot, heavy equipment drivers head for Kingston and begin moving the mobile cranes, launches and lighters across the island.

Many of the men who work the lighterage operation are Administration employees, and while a ship is being unloaded other work around the island has to wait -- road grading, electricity work and much else.

More than 40 men stand by to unload ships, although on a calm day the operation can be handled with slightly fewer.

The first launch out to the newly-arrived ship carries the Customs Officer, the shipping agent, and a crew of about 14 men, employed by the shipping agents. On a recent unloading operation they included Gilbert Jackson, Boof Quintal, Matthew

Quintal, Nicky Quintal, Shane Quintal, Fannie Christian, Toofy Christian, Brown Christian, Eric Adams, Kelvin Adams, Eric Wakefield, Bear Graham, John Berganin and Bill Sanders, and most of them are able to handle winch operations, hatchman's duties, or stevedoring, and often trade off jobs from ship to ship.

The 26 or so lighterage men include Short Graham, Uckoo Doufan, Bosun Graham and Carl Schmitz working the launches; and Beef Buffett, Mr. Gran Christian, Spatty Douran, Culla Graham, Morg Graham, John Lorking, Toby LeCren, Ross McPhail, Moose Menzies, Starchy Nobbs, Bebs Sanders and Winton Sanders on the unpowered lighters, which are steered through the surf with a long sweep oar astern.

On the jetty Smudge Christian and Blimp Christian operate the mobile cranes lifting cargo from the lighters. Others in the jetty crew include Mick Bailey, Boy Sat Buffett, Tom Buffett, Tatie Christian, Barl Grube, Bushells Quintal, Narta Snell and Wilf Randall.

Everyone but the tally clerks and Boony Buffett is paid on a tonnage basis.

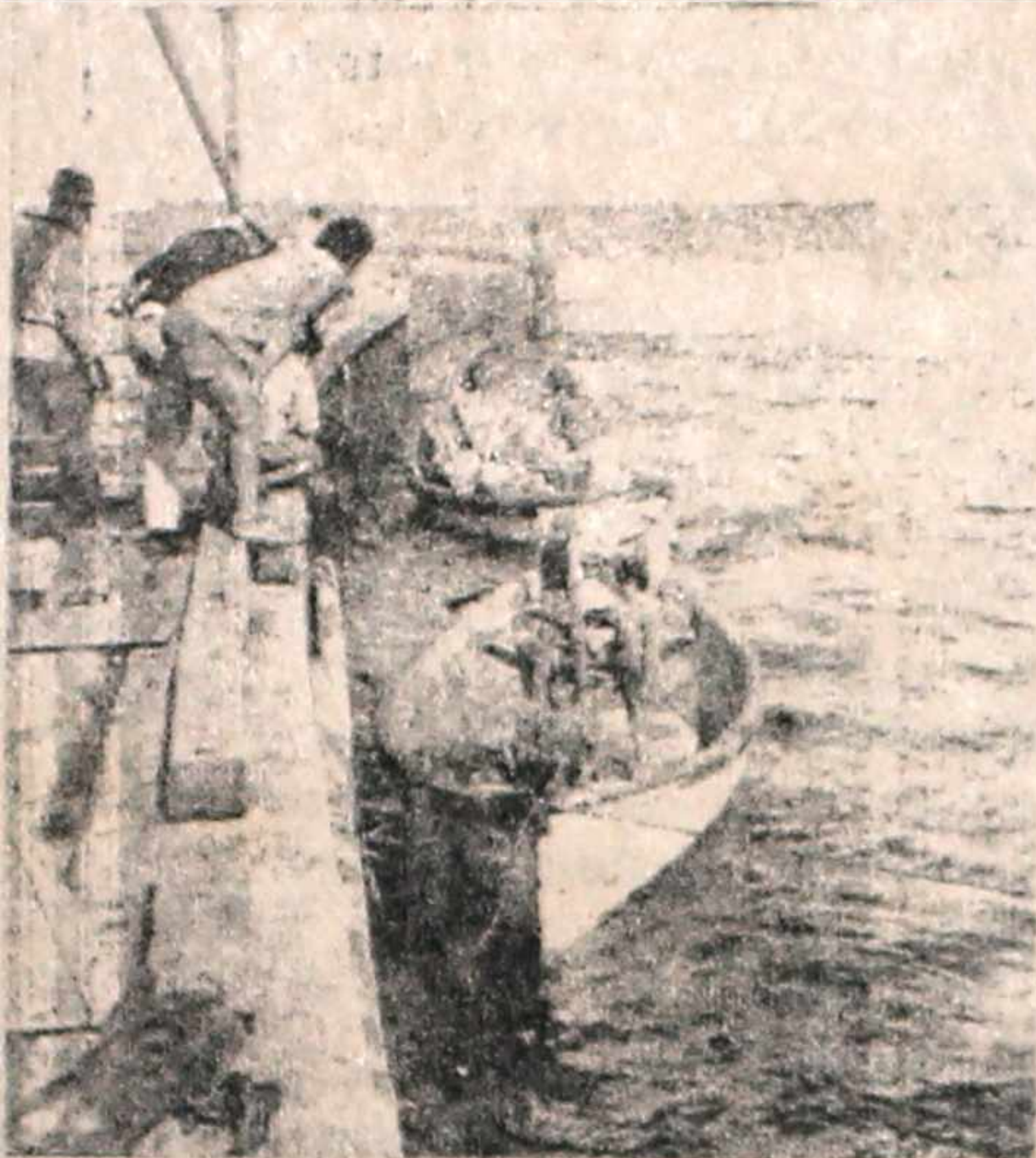
On an average day the crew can unload over 200 tons of cargo -- canned goods, cars, crates, buses, generators, spare parts -- all the things Norfolk (and you) need to go on leading a reasonably comfortable existence.

On a good day, when there is no surge at the wharf and things are working smoothly, the crews can handle 300 tons. That means either a shorter day, or more pay for the day. Ships these days average 350 or 400 tons of cargo inbound, and perhaps 50 tons of outward cargo from Norfolk -- empty gas cylinders, beer kegs, personal effects of people leaving the island, and often a car or two they're taking away with them.

By big-port standards, the Norfolk

lighterage system may seem primitive. The men who work it almost all have other "normal" jobs, and turn out early when a ship reaches the island. The heavy work is done by small winches, slings, cranes and muscle. The lighters are swept into pierside by a combination of swell, eye and judgment. Many of the men are barefoot. The "discipline" and the safety regulations are closer to the 19th century than the 20th.

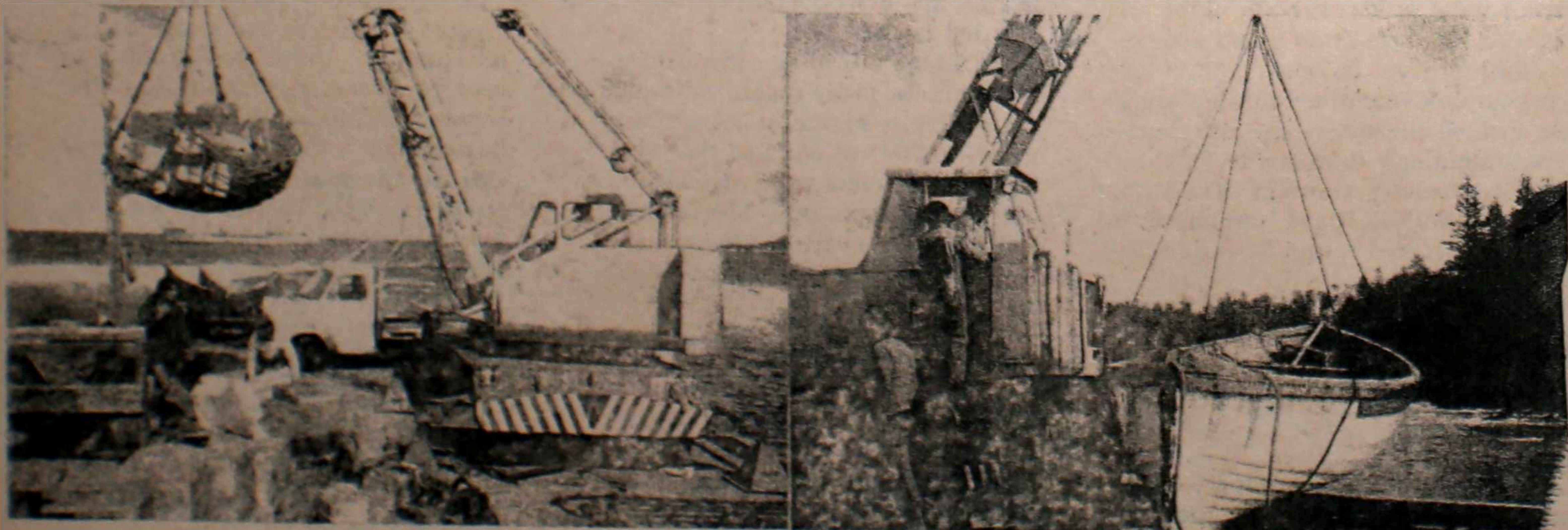
But it works. The safety record has been excellent; some painful and regrettable accidents, but nothing really major for years. Cargo some-



WHEN A SEA IS RUNNING AT KINGSTON, THE LAUNCHMAN JUDGES WHEN THE SURGE WILL QUIET AND THEN SHOOTS THE LIGHTER IN.

times gets knocked about, but when you watch the work in a rough sea the wonder is that the men can manage at all. And the cost is under \$10 a ton, all in. In Sydney, where waterside workers are full-time professionals and their gear includes fork lift trucks, giant cranes and other sophisticated equipment, the cost ranges around \$15.

Sit near the pier and watch for an hour, if you're fortunate enough to be visiting Norfolk when one of the small cargo liners arrives. And if you find a tin of grapefruit sections on the market shelf which is dented, remember how it got here.



MUCH OF TONIGHT'S DINNER CAME ASHORE IN A SLING

AT DAY'S END, THE LAST LOAD OUT IS THE LIGHTERS

OUT & ABOUT

at the Garrison



Dining on Chinese food at the Garrison Restaurant last Thursday night were Ken and Denise Potton, of Auckland.

Ken is a cousin of Dallas Cree. They are staying with Dallas's Mother, Mrs. Riley, in Grassy Road.

Also dining there were the A.B.C. Camera crew here to cover Bounty Day on Monday for Bill Peach's new T.V. Programme.

From left to right Preston Clothier, Cathie Shirley, Richard Walker.



Solicitor Checkmates Farmer Ex-Champ

Duncan McIntyre won the 1975 N.I. Chess Championships with a one point lead over Dave South, winner in 1973 and 1974. Although Dave can take satisfaction from his personal game score against the champion - an advantage of $1\frac{1}{2} - \frac{1}{2}$ - he lost a game each to Gregor Langhansl and Henry Smith and with them the chance of the hat trick. With some games unfinished it looks like Dave South second and a fight between Gregor Langhansl and Henry Smith for third.

Social news

EDITED BY WENDY McGUINNESS

Everyone Was At the Race



GREAT EXCITEMENT AT THE START OF THE FOUR-MILE CROSS COUNTRY RACE ORGANISED BY THE NORFOLK ISLAND LEAGUES CLUB, TO RAISE MONEY FOR THEIR INJURED PLAYERS FUND. AN ENORMOUS CROWD TURNED OUT TO SEE THEM OFF - AND THEN RACED THEMSELVES TO THE LEAGUES CLUB TO SEE ARIS MYERS RUNNING EFFORTLESSLY INTO FIRST PLACE AND JAP MENGHETTI INTO SECOND PLACE. PICTURES: LEFT, PART OF THE CROWD AROUND THE STARTING POST, WITH THE SCOREBOARD IN THE BACKGROUND; RIGHT, RACE OFFICIALS JOHN SNELLING, TOON BUFFETT, BRUCE WALKER AND PLUTE SNELL.



another nice thing from Rotary

On Thursday evening Rotary Norfolk Island presented the President of the Norfolk branch of the Red Cross, Mrs. Bonnie Quintal, with the key to the Equipment Hut which they built for the Club in the hospital grounds. Bonnie first suggested the idea for this hut nearly three years ago. Lack

of funds kept the idea a dormant one until a year ago, when she appealed to the Rotary for help.

The picture on the left shows Bonnie being presented with the key by Rotary's Community Director, Jeff Bennett. On the right is the hut itself.

NEWS "MINI-ADS"

Silky Oaks Stables

Offers a variety of trail rides, good horses & equipment. Horses can take you where cars cannot go. Book your ride at N. I. Tourist Bureau.

Need Ironing Done

Wendy McGuinness requires someone to do ironing on a three-hours-a-week basis, her house or theirs, for \$2.00 an hour. Ring 2024.

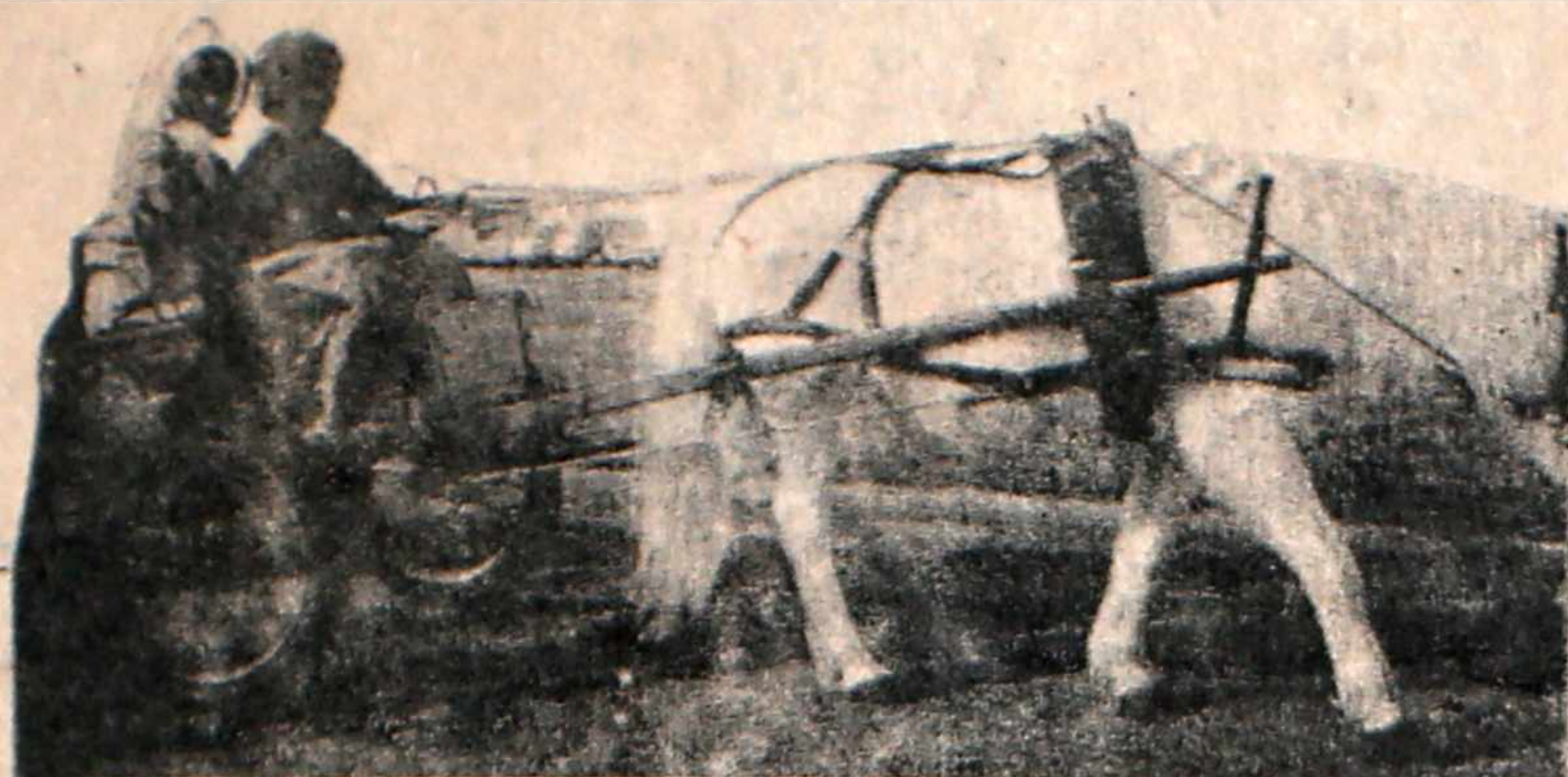
Shoes For Sale

New pair girl's black school shoes, size 13. Made by Clarks N. Z. Cost \$10.99, will sell for \$6.99. Phone Gaileen Snell on 2132.

Honda Car For Sale

Registered but needs appendectomy and promises good health in future. See Margaret at Barretts.

Mini-Ads work. Kay Wood offered Saturday riding lessons and four new learners turned up. You can lodge a Mini-Ad at The Milk Bar, Amy Bathie's or Jensens, and send a message all over the island for only \$1.



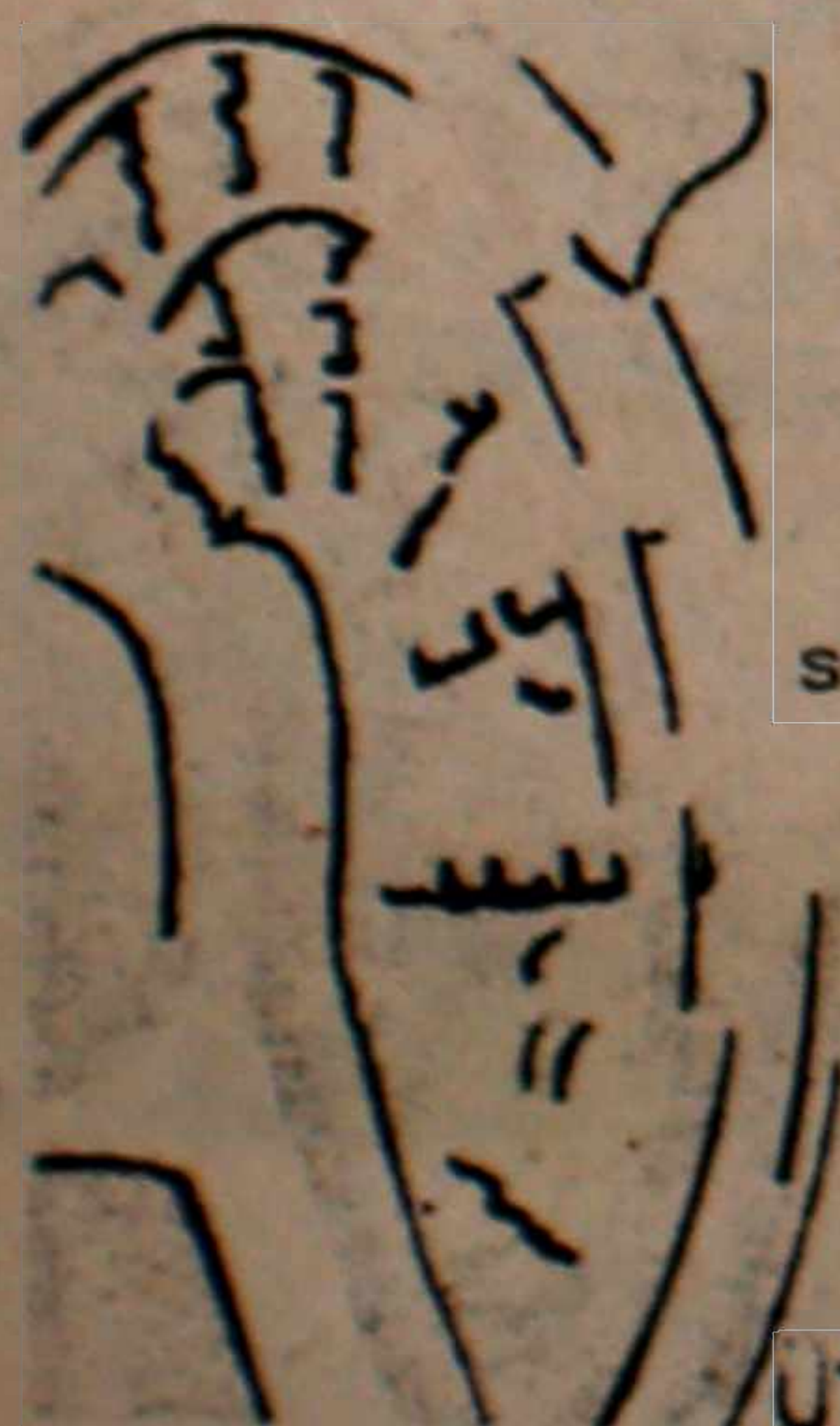
Not everyone had to walk on Anniversary Day...



*** LUNCH AT THE SOUTH PACIFIC TODAY? -- WHAT A GOOD IDEA!**

*** The enjoyable surroundings of Norfolk's premier hotel...**

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South Pacific

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Norfolk



LIVING

STOP FOAM

AS WE FEEL very strongly about the preservation of our Norfolk standard of living it was horrifying to find a big puff of detergent foam billowing up from a gentle little stream flowing through a property not far from ours. The stream is one which eventually leads into the ocean just east of Cemetery Road. This stream used to be the epitome of the babbling brook but now it looks troubled. Amidst the beauty of tall pines, wild ferns and age-old stone the foam of detergent seems to signal what will happen to Norfolk if we don't try harder. The race against chemicals is one we can all run. It seems especially to fall into a woman's realm of responsibility since we are really the keepers of the home.

There are many bio-degradable detergents on the market but we've reverted to using washing soda (crystallised soda) for the "washing up". It isn't hard on the hands at all. If it happens to be on yours try making this hand lotion.

3/4 cup rose water
1/4 cup glycerin
1/4 teaspoon honey
1/4 teaspoon vinegar
Shake well.

Also, there really is nothing wrong with good old pure soap.



NORFOLK WILL NOT be covered in Australia's "Medibank" scheme for paying medical expenses.

That is the Administrator's interpretation of a letter sent late in May from the Health Insurance Commission in Canberra to the Minister for the Capital Territory.

Norfolk residents will be covered for medical expense they run into while in Australia -- just as will any overseas visitors to Australia. ("But watch out," said the Administrator, pointing out that the coverage may vary from one State to another.)

Australian residents will be covered while they are in Norfolk.

But for Norfolk residents and their medical expenses on the Island -- keep your hospitalisation insurance, or be prepared to pay the bill yourself.

AROUND NORFOLK'S KITCHENS

Celia (Mrs. Arthur) Bigg's lovely, roomy kitchen has a fantastic view out over rolling country from high up on Stockyard Road. A well-planned kitchen and easy to work in, it also provides ample space for Celia and Arthur's two sons, Simon and Matthew to play.



English-born Celia met Arthur while here on holiday. They have been living on Norfolk since 1967. Celia worked at Monash University in Melbourne as secretary to the head of the English Department. She loves Norfolk and its informal relaxed way of life. Here is one of her favourite recipes which incidentally she got from Helen Payne.

STEAK TEMOANA

3 lbs. topside
1/2 teaspoon curry powder
1 package of mushroom soup
2 teaspoons of mixed spices
1 cup dry sherry
1 tablespoon tomato sauce
1/4 cup vinegar
1 tablespoon Worcestershire sauce
2 chopped onions

Cut steak into serving pieces. Mix 1/2 teaspoon curry powder with 1 package mushroom soup and 2 teaspoons mixed spices. Coat steak on both sides with dry mixture. Place meat, with any dry mixture over, in casserole with 1 cup dry sherry, 1 tablespoon tomato sauce, 1/4 cup vinegar, 1 tablespoon Worcestershire sauce and 2 chopped onions. Cook in moderate oven for 2 hours. Helen uses 12 prunes and 12 cubes of pineapple on top but Celia says it is nice without too. It is so easy, says Celia - mix everything together - put in oven and forget about it for a couple of hours.

books in the library:

MAEIOUW!

CATS OF THE WORLD by Armand Denis.

LET ME SAY at the outset that I am prejudiced in favour of this book as I am a confirmed cat-lover. Well, that's not quite true, just certain-selected cats only. I'm inordinately proud of my large tabby tom-cat, who to my mind combines the wisdom of Solomon and the prowess of Casanova with the hunting ability of Nimrod. But my next-door-neighbour's two cats are a pair of shockers. One of them is a sadist who invites young kittens round to play and then beats them up to keep fit, while the other appeared in court only a few weeks back for making advances to little mice in the shrubbery. But, as I say, when reading Armand Denis' "Cats of the World" I was prejudiced from the start.

Having got that off my chest, what are the book's good points? First and foremost, it's comprehensive. It not only describes the usual lions, tigers and leopards but mentions at some length every member of the family "Felidae"; including the very rare Pallas' cat, the jaguarundi and the Andean spotted cat. All the species are described in detail, giving their habits, distribution, diet and an account of their relationship to man and the ecology. Secondly, the photographs are fantastic, more so the ones in black and white than those in colour. The flashlight pictures of a tiger about to spring must rank as some of the greatest animal action shots ever. Thirdly, it makes no attempt to "talk down" to its readers, so it can be enjoyed on many levels, ranging from the young school-child who just wants to spend a few moments flicking through a feline picture-book to the serious naturalist who wishes to know more about a subject on which his knowledge is scanty. Altogether, a book to not only read, but to keep and re-read.

HENRY SMITH

Business & Commerce



No Tax Haven Aust Says

IN REPLY TO the Chamber of Commerce cable to several Australian Ministers asking that "Income Tax Act No. 4" be suspended with respect to Norfolk, F.E. Stewart, Minister Assisting the Treasurer, has replied that this could be done only by act of Parliament.

"Suspension or repeal by Parliament would revive attractions of Norfolk Island as tax haven," Mr. Stewart cabled. "Cannot agree to propose such a course, which would be seriously detrimental to Australian revenue."

He also said that inquiries made on the Island recently by the Commissioner of Taxation were "reasonable and ordinary exercises of his administrative functions."

May Tourists Up 7%

THE NUMBER OF TOURISTS visiting Norfolk in May was up seven percent from May last year, reaching a total of 1609.

Visitors from Australia increased by 35 to 965, and New Zealanders numbered 644, an increase of 69.

Private aircraft arrivals continued at a high level, with 151 passengers.

Govt Gztte Digst

No. 25 5/6/75

Lighterage charges up from 6/6/75. New rates: \$5.18 pr cu. mtr. or \$5.77 per tonne; for two lighters lashed together \$10.36 cu. mtr., \$11.54 tonne; empty drums \$5.18 cu mtr.; minimum lighterage \$11.54 per ship. Overtime and holiday penalties now \$2-\$3 per hour.

Taxiing crews ashore, \$30 per ship. Submissions on airport upgrading plans to Dept. of Environment by 7/7/75.

Holidays 9/6/75 and 16/6/75 no mail either day.

Library open 10/6 and 17/6 in lieu of above holidays. Library fees \$1-\$4.

Mrs. Deborah Muir hired as asst. Postal Ofcr.

Gun Club shooting at Steel's Point 7/7; watch out.

Pantalon Shipping Co., Atters, Wavell Holdings and Woodstock

Enterprises (all Ltd.) to be dissolved 4/9/75; Genoa, Pisa and

(all Ltd.) were struck off register 4/8/75.

EXCHANGE RATES (Selling)

6th June, 1975

UK	£E1 = \$A	.5750
NZ	NZ\$1 = \$A	1.0133
FRANCE	\$A = Francs(Ffr)	5.333
H/KONG	\$A = HK\$	6.561
JAPAN	\$A = Yen	388.90
N'LANDS	\$A = Florins(F)	3.193
SWITZ'		
LAND	\$A = Francs(Sfr)	3.318
W. GERMANY	\$A = Deutsche-	
	marks(Dm)	3.113
Fiji	\$A = F\$	1.0516
USA	\$A = US\$	1.3414
NOUMEA	\$A = Francs	
	(CFPfr)	96.886
NEW GUINEA	PAR	

(Courtesy of Commonwealth Bank)

Unemployment Worse

"THE AUSTRALIAN ECONOMY is currently characterised by high unemployment, rapid inflation and depressed business confidence," says the ANZ Bank in its latest monthly issue of Business Indicators.

"The economy is precariously balanced," says the bank. "Despite the signs suggesting some revival in economic activity, failure to restrain inflation could cause the economy to move deeper into recession."

The ANZ says that business recovery depends on how effectively inflation is tackled, and whether the authorities can bring about a reduction of "inflationary expectations." Whether either task is achievable, particularly by a Government in a certain amount of leadership turmoil, the bank doesn't speculate.

In the U.S., unemployment last month reached 9.2% of the workforce, the highest since 1941.

Half Digby's Luck

TREND-WATCHERS in Norfolk's business community are pondering whether a pension currently being financed by Burns Philp could signal a new era in employer-employee relations on the Island.

Digby, the store cat who for years supervised floor-level operations and welcomed shoppers, finally reached a point of advanced age where he was ah, er, well, a nuisance to the cleaners.

Now looked after by a kindly Island resident, Digby is enjoying a life of retirement with all the Whiskas he can eat -- compliments of B.P.

5th Career for Danny

DANNY LUSK retired from McIntyre's Solicitors after six years Friday afternoon. He was previously the Island's Registrar for 15 years, and before that worked with Burns Philp, setting up that company's airline agency business--starting out selling bucket seats on the old Dakotas operated by the Air Force.

Danny came to Norfolk in the early 1930's when he was about 26. He went into partnership growing bananas and bean seeds on a large property off Mt. Pitt Rd., called "Powder's Valley" after Powder Quintal.

The plantation thrived and the bananas were excellent until the great Norfolk flood of 1936 or '37, when 22 inches of rain drowned the



Island in six hours. The plantation ended up at the bottom of the gully, along with pine trees and 3-ton boulders. At the Deauville Hotel (now the Paradise) the piano was washed right out of the pub and onto the golf course.

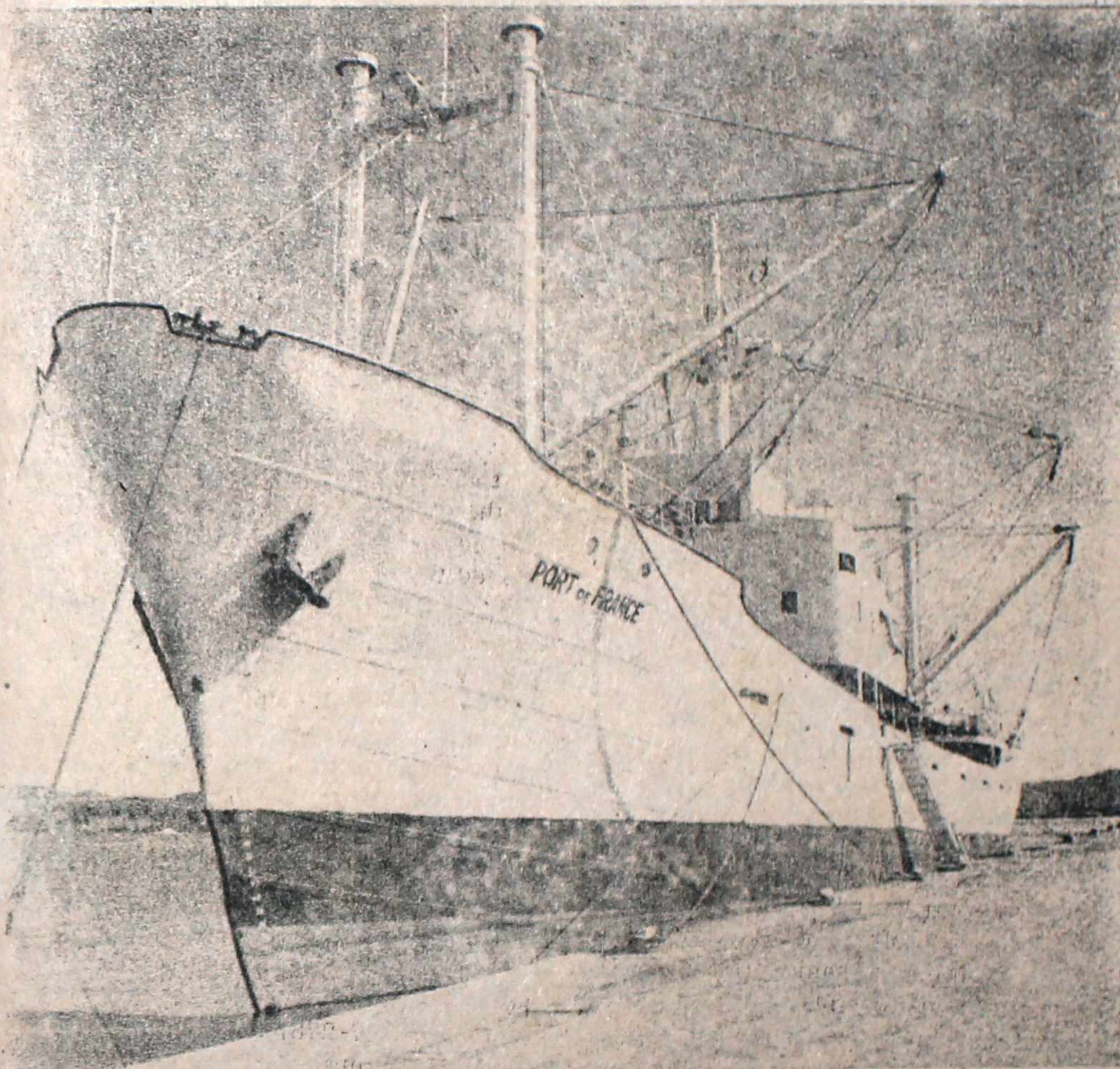
With the plantation washed away, Danny did casual work until joining the A.I.F. in World War II.

He hasn't planned his retirement days fully, but expects to be doing some land agency and conveyancing work, as well as concentrating on his own property.

"I'm perturbed about present political trends," he says. "I only hope taxation doesn't come fully to Norfolk, in particular death duties. In time people who don't have money would be deprived of their land."

Flights This Week

	From Syd.	To Syd.	From Akl.	To Akl.	From Bne.	To Bne.
M	-	-	10.30	11.30	-	-
T	-	-	-	-	-	-
W	1.45	3.00	-	-	-	10.00
T	-	-	-	-	2.00	-
F	4.25	5.15	10.30	11.30	-	-
S	1.45	3.00	10.30	11.30	-	10.00
S	4.25	5.15	-	-	2.00	-



"PORT de FRANCE" NORFOLK ISLAND SCHEDULE

Voyage 51	due depart Sydney 27th June
	due arrive Norfolk 1st July
	due depart Norfolk 3rd July
	due arrive Auckland 5th July
Voyage 52	due depart Sydney 25th July
	due arrive Norfolk 29th July
	due depart Norfolk 31st July
	due arrive Auckland 2nd August

From
New
Caledonia,
your
neighbors
to
the
North,
the
officers,
crews,
staff
and
owners
of
Compagnie
des
Chargeurs
Caledoniens
send
best
wishes
to
all
on
Norfolk
for
your
Anniversary
Day

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SPORTS

with Roger



Newman



Aris Meyer running for his team the Reds easily won the 4 mile road race held on Saturday afternoon from a field of 29 other runners.

The race was organized by the Norfolk Island Rugby League the proceeds of which go to the Injured Players' Fund and \$2,000 in prize money was won by people who had ticket No. 19 - \$200 each thanks to Aris Meyer.

In second place 100 yards behind came Jap Menghetti who didn't even look puffed. About the same distance back Trevor Calder running for the Greens finished in 3rd place. So it was a Red, Blue, Green 1st, 2nd and 3rd finish.



WINNER ARIS MEYER RECEIVED A TROPHY FROM THE RANKING NON-COMPETITOR OF THE DAY



2ND: JAP

3RD: TREVOR

However the field of 10 runners for the Reds dominated the race, all finishing well and they took out the team prize ahead of the Blues with Greens finishing third.

The Administrator presented the prizes to the three place getters in an event which will become an annual race.

SID COOPER & BOOT HOLD GREENS TO 22-ALL DRAW

Half Time 14-11 to Blues.

A good crowd at the Kingston Oval on Sunday afternoon saw a tooth and nail struggle between the Greens and Blues in beautiful rugby conditions although most people didn't venture out of their cars because of the cool wind.

Straight after the kick off it was evident that it would be a fast open game with the Blues shaping up for a big score as the Greens took a little while to settle down.

Boo Prentice for the Greens was the first to score wide out in the corner although it looked as if the ball had been lost when crossing the line. Ref Lou Evans however was on the spot and awarded the try, Skeet Anderson missed the conversion.

Blues went straight on to attack in retaliation with Captain Sid Cooper scoring a good try alongside the sticks which he converted to put his team in the lead 5 to 3.

The referee was keeping a hard eye on the 5 yard rule and Greens gave away at least 5 penalties in this manner 3 of which Sid Cooper made no mistake thank you very much 6 points for Blues. It was these penalties as it turned out that robbed the Greens of a good win.

The one man team of Skeet Anderson who had a bottler of a game scored 2 good tries in the first half one of which he converted to bring the Greens up to 11 points.

Spindles Menghetti spoiled the one man tally of Sid Cooper who up to this stage had scored all of the Blues points (11) by running straight through a gap that was big enough for one of Gerry Aafjes' trucks to dot the ball down for the simplest of tries to make the half time score 14 points to 11 for Blues.

The first half was very fast open and remarkably free of incidents although Kevin Olssen who was having a good game for the Blues had to leave the field (through an injury) which was very bad luck.

Sid Cooper continued his domination in the game by scoring a try to take his tally to 14 of the Blues 17 points but he missed the conversion.

Greens pressed hard and Tony Wilson went over to make the score 17 to 14 still in Blues favour, Skeet Anderson missing the conversion. Greens Captain Les Bourke deservedly scored his try which Skeet Anderson converted to put Greens in the

lead 19-17.

Blues then really piled on the pressure a good break by Steve Ryves resulting in a try to match winner Jap Menghetti under the posts which Sid Cooper converted to put Blues in front once again 22-19.

Greens then put everything into a final effort although they didn't look as if they had anything left, but proved the critics wrong by sending Bill Stables in for the try to level the scores at 22 all, just a few minutes before full time.

On paper the Greens deserved to win by scoring 6 tries to the Blues 4 however you can't give away penalties when Sid Cooper is in form and the Greens paid the penalty - three successful goals by Cooper who finished the game with a personal tally of 16 points of his teams 22 points.

Congratulations to Skeet Anderson who won the player of the day award.

WORLD CUP CRICKET

Results of matches played over the weekend in the Prudential World Cup Cricket being held in England are:-

England (4-334) beat India (3-132) by 202 runs.

Australia (7-278) beat Pakistan (205) by 73 runs.

New Zealand (5-309) beat East Africa (128) by 181 runs which included a knock by Kiwi Captain Glen Turner of 171 not out.

West Indies beat Sri Lanka.

N. Z. RUGBY

Scotland continued its winning streak last Saturday (following its win over Hawkes Bay earlier in the week by 30 points to nil) by beating Wellington 36-25 in a fast open game at Wellington and look poised for a chance against the All Blacks at Auckland this weekend. However my money will be on the All Blacks.

SYDNEY RUGBY LEAGUE RESULTS

CANTERBURY 9 DEF. SOUTHS 6

EASTS. 25 " PENRITH 8

V.F.L. RESULTS

FOOTSCRAY 13-11-89 DEF. S/MELB.

12-15-87

RICHMOND 19-14-128 DEF. ESSEN

DON 12-9-81

CARLTON 16-10-106 DEF. FITZROY

15-7-97

N/MELB. 17-19-121 DEF. ST. KILDA

15-9-99

GEELONG 14-20-104 DEF. MELB.

14-14-98

HAWTHORN 19-24-138 DEF. COL-

LINGWOOD 13-11-89

'dars Norfolk'

What Anniversary Day is about...

IN HIS RECENT historical researches in Australia, Les Brown came upon an account in an 1857 issue of "The Nautical Magazine and Naval Chronicle" describing the Pitcairners' move to Norfolk.

We are delighted to bring it to you with his courtesy, as a special Anniversary Day treat.

* * * * *

In the Nautical of April last is an account of a visit to that interesting little group of people, the Pitcairn Islanders, the object of which was one of great importance to their future welfare, and will form, with its results, an important epoch in their history. The anticipated period when their numbers would be so much increased as to render the island no longer capable of supplying their wants had arrived; its narrow and circumscribed limits did not afford sufficient space for the increasing families, and inconvenience ensued which it was foreseen could only be remedied by some important measure. That measure was the removal of the whole community to another island, and the visit to which we have alluded was that of H. M. S. Juno, Commodore Freemantle, whose object was to offer the islanders the occupation of Norfolk Island in exchange for their beloved Pitcairn - hallowed to them as their home, the scene of their earliest recollections, endeared to them from their infancy, and beyond these the dark - shall we say dreadful - events connected with the history of their forefathers. The general feeling at the announcement of this provision for them by H. M. Government was one of regret. Some few indeed, it appeared, entertained hopes of staying, but the loss of the society of their friends when the time of departure arrived it was considered would overcome their reluctance to leave their native soil, and this appears by the number arrived to have been the case.

The most favourable season was asked for to effect the removal, and

all that was stipulated for by them was the same seclusion they had thus far enjoyed - the separation from the rest of the world unhappily so essential to prevent that contamination with vice from which these pure-minded and excellent Christians shrink with horror. In the land of their fathers their's were paths of virtue, pure and unmingled with vice in any form. All that they desired, since they must leave it, was to be shielded from that vice to which, from the approachable nature of the island they would not be secure; - all that they desired, in fact, was to be permitted to remain uncontaminated by the world. We have no doubt that the proper measures, both as respects the Government as well as themselves, will be taken to secure this, and that they will hereafter form a bright speck, reflecting the beams of Christian virtues, in an ocean which is studded with dark spots where mankind yet gropes about as a cannibal in the ignorance of heathenism and the most abject superstition.

The intelligence of the removal of the Pitcairn people to Norfolk Island appears in the following extract from the Tasmanian Colonial Times of July 28th, besides having been reported to the Admiralty by Captain Denham, of the Herald. The account says:-

The Morayshire, ship, has been employed in removing the Pitcairn islanders to their new abode, Norfolk Island. She left Sydney on the 23rd February, and touching Norfolk Island, landed a quantity of bread, maize, beef, tea, sugar and other stores, sufficient to maintain the islanders during the first twelve months after their arrival, and whilst they are getting in the crops for the next year's supply. Thence she proceeded to Pitcairn Island, where she arrived on the 22nd April, and, after considerable difficulty, succeeded in taking on board all the inhabitants, with their goods and chattels, - in fact everything moveable, not forgetting the gun saved from the ever-memorable Bounty.*

The vessel left Pitcairn Island on

the 3rd May, with 198 souls, viz., 96 males and 102 females, the greater proportion being children. In the first six days half the voyage was accomplished - twenty-nine being occupied in completing the other part, owing to the boisterous weather encountered, the passengers suffering much from sea-sickness. Norfolk Island was reached on the 7th June, and the people disembarked on the day after in excellent health, to which the endless exertion of the Rev. W. Nobbs, their Priest and Surgeon tended not a little. One birth occurred on the passage, a boy, who was christened, and named, after the Governor-General of New South Wales, "William Denison."

The officers left in charge of Norfolk Island, and five prisoners, having embarked in the vessel, she left for this port (Hobart Town) on the 26th June, leaving the new arrivals well, happy, and quite pleased with their new home. Boisterous weather prevailed during the stay of the Morayshire at Norfolk Island, during which H. M. S. Herald, which was lying there, lost two anchors and a cable. The Juno was there also, having called in on her way down to the islands. The crews of both vessels rendered material assistance in putting the new inhabitants in the way of working, &c.

About three weeks before the Pitcairn people arrived at Norfolk Island, the Southern Cross, with the Bishop of New Zealand, called in for the purpose of greeting them. There were about 2,000 sheep, 450 head of cattle and 20 horses, left for the new comers, with every requisite for the cultivation of the soil and for their comfort. The gun which belonged to the Bounty will be shipped in the Herald and taken home.

What possible interest this gun will excite in England is not apparent. Surely such a relic should ever remain to the descendants of the Bounty, rather than come here to be pointed at as the monument of tyranny and its dreadful consequences.

* Captain Denham also adds the copper fish kettle and the anvil of the Bounty.

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To New Zealand 24¢

TO:

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Guide" to Norfolk.
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are just across from the
Post Office in Burnt Pine.



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TO MAIL THIS ISSUE TO A FRIEND: 1. Write a personal message in the space below if you wish. 2. Fill in address panel at the top of the page. 3. Fold this panel back along the dotted line just above, and fold the address panel back along the top dotted line. 4. Secure the folded newspaper with a bit of sticky tape at the "X", and add postage stamps.